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ILLINOIS STATE HISTORICAL SOCIETY

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2. Manuscripts; Narratives of the Pioneers of Illinois; Original Papers on the Early History and Settlement of the Territory; Adventures and Conflicts during the early settlement, the Indian troubles, or the late Rebellion; Biographies of the Pioneers, prominent citizens and public men of every County either living or deceased, together with their portraits and autographs; a sketch of the settlement of every Township, Village, and Neighborhood in the State, with the names of the first settlers. We solicit articles on every subject connected with Illinois History.

3. City Ordinances, proceedings of Mayor and Council; Reports of Committees of Council; Pamphlets or Papers of

any kind printed by authority of the City; Reports of Boards of Trade or Commercial Associations; Maps of cities and Plats of town sites or of additions thereto.

4. Pamphlets of all kinds; Annual Reports of Societies; Sermons and Addresses delivered in the State; Minutes of Church Conventions, Synods, or other Ecclesiastical Bodies of Illinois; Political Addresses; Railroad Reports; all such, whether published in pamphlet or newspaper.

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8. Maps of the State, or of Counties or Townships, of any date; Views and Engravings of buildings or historic places; Drawings or Photographs of scenery; Paintings; Portraits, etc., connected with Illinois History.

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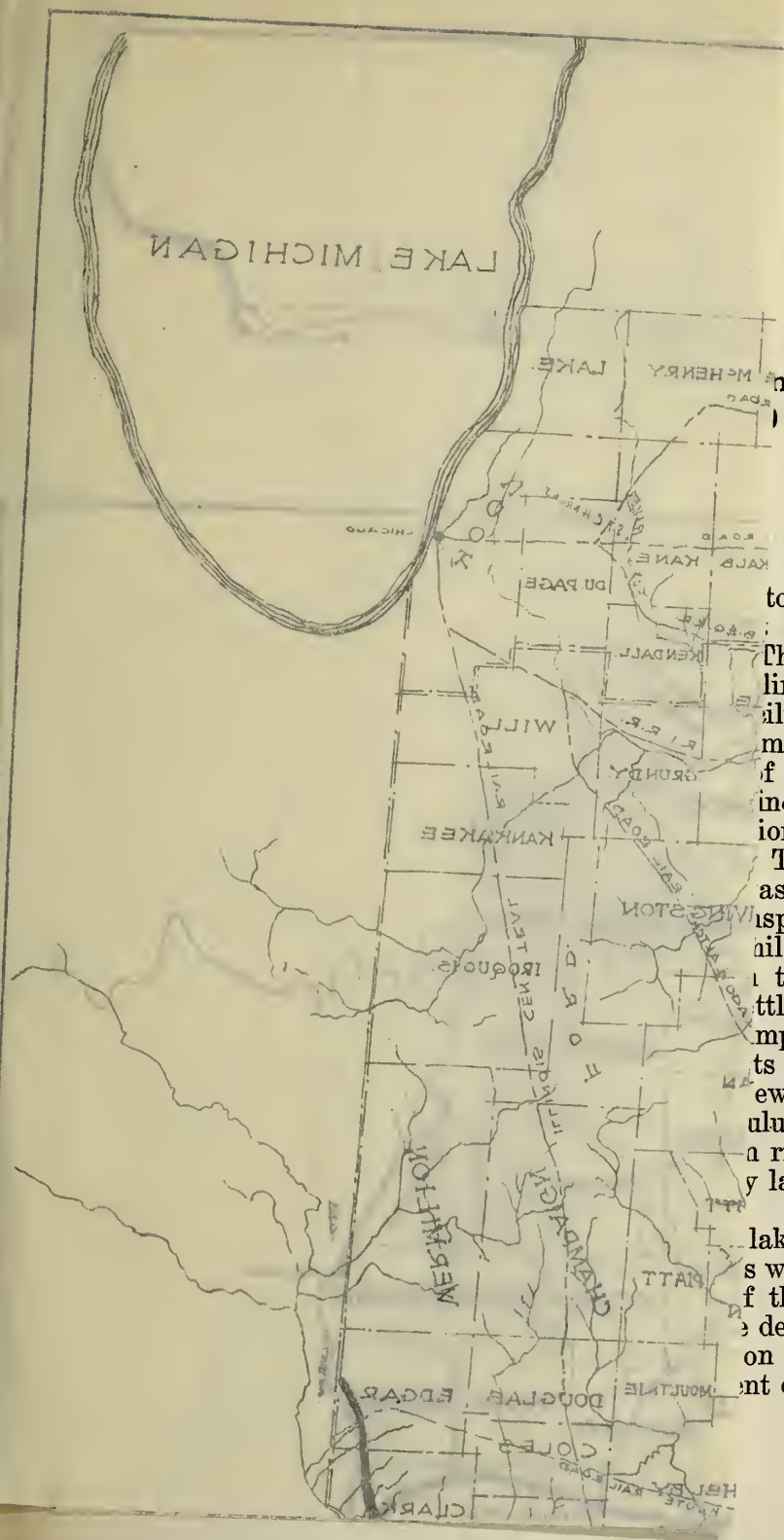
10. Facts illustrative of our Indian Tribes; their History, Characteristics, Religion, etc.; Sketches of prominent Chiefs, Orators and Warriors, together with contributions of Indian Weapons, Costumes, Ornaments, Curiosities, and Implements; also, Stone Axes, Spears, Arrow Heads, Pottery, or other relics.

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(MRS.) JESSIE PALMER WEBER.



Transportation—A Factor in the Development of Northern Illinois Previous to 1860

By JUDSON FISKE LEE
LEWIS INSTITUTE CHICAGO

INTRODUCTION

In the following pages an attempt is made to trace the development taking place before 1860 in that portion of Illinois lying north of the southern prairie line. This includes most of the State north of the mouth of the Illinois River. The development, too, of the transportation facilities which serve this area, and the relation of this development to that taking place in the district itself, form a part of this study. This portion of Illinois is composed of two distinct sections, the river land, and the prairie. These two divisions had, for the most part, distinct and separate histories. The prairie looked to the north for a commercial outlet; it was developed only as that route—offering lake and rail transportation—was made efficient in its carrying facilities. While the river land looked to the south for connections with the outside world, this river section was developed and settled as that route or as steam navigation upon the rivers (imports came in part via Cincinnati and the Ohio River; exports in part via Cincinnati and in part via St. Louis and New Orleans) improved in its carrying power. The chief stimulus to settlement and development in this section came from river transportation; in the prairie from transportation by lake and by railroad.

River transportation began earlier than the lake and rail transportation, and as a result the river counties were settled earlier than the prairies. In this treatment of the subject, however, this order is not followed; instead, the development of the lake route and the settlement depending on it are first traced. Lake transportation and the development of Chicago



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and her hinterland before 1850 are considered in Chapter I. The method of presentation is to set forth (1) the development of the hinterland; (2) the development of Chicago; and (3) to show that the development in both Chicago and the immediate back-country was dependent upon the lake transportation. Chapter II traces the building of plank roads within this area and shows their influence upon it. Chapters III and IV treat of the construction of the railroads centering in Chicago, and show their influence upon the growth of the prairie region previous to 1860. Chapters V and VI deal with the history of the river counties. Beginning with the earliest settlement under the American government, the history of this river section is brought down to the year 1860. During this period transportation facilities upon the river passed through the pirogue and keelboat and also the steamboat stage. By 1860, however, the railroads had been built, and as they were more serviceable than the steamboat, for the general purposes of the country, river navigation steadily declined. The railroads were stimulating growth even of the towns and counties lying nearest the river. The history of the river counties is the history of these agencies of transportation in relation to the development of the river counties.

CHAPTER I

LAKE TRANSPORTATION—THE STIMULUS TO DEVELOPMENT OF CHICAGO AND THE IMMEDIATE BACK COUNTRY PREVIOUS TO 1860

The rapid rise of Chicago to her position as a world metropolis was one of the great facts of the last century. In 1830 Chicago was a mere trading post; today, in agricultural products the prices of the world are governed by her markets. Then, the number of inhabitants at this frontier port was less than two hundred; now, of American cities, New York alone surpasses her, and of the cities of the world she ranks fifth. The transformation was from a country market to one of the greatest centers of trade and industry in the world.

The rapidity of this growth was due to her location. Situated in the center of the world's greatest agricultural region and, at the same time, on the greatest internal waterway, Chicago inevitably became an important commercial and railway center. For, while the size and position of Lake Michigan, which lies directly across the lines of east-west traffic, compelled all railroads from the north and west to pass around the southern point of the lake, and hence through Chicago in order to reach the eastern markets, so also the thirteen hundred miles of water transportation connecting Chicago with the Atlantic coast made that city a natural center for railroads coming from the south and west. Exports shipped to eastern markets from the states lying southwest of Lake Michigan could be sent to Chicago by rail and then east by water more cheaply than by a direct and all-rail route. As a result of these conditions, twenty-five railway systems focus at Chicago, making the city the world's greatest railway center. Thus a richly productive hinterland, the Great Lakes, and the Erie Canal, and especially the position of

Lake Michigan compelled the growth of a metropolis at Chicago.

In 1830, however, only a small portion of the neighboring territory could have been tributary to Chicago. For no railroads, no canals, and not even respectable wagon roads led to the newly surveyed town of Chicago, and Peoria and Galena were the only other settlements in the entire northern section of the State (1). The condition and extent of this area, nevertheless, rapidly changed. "This country," said the Chicago American of 1835, "from Lake Michigan to the Illinois and Mississippi is not now an uninhabited, uncultivated region, but the emigrant has broken upon the stillness which reigned there, molested the forest grove, and turned up the rich soil to the sun. These fields which but yesterday were broad wastes, are now waving with corn and enriching the cultivator with plenteous harvests (2)." An immigrant, settling in this territory in this same year, believed that he had arrived just in time to secure a desirable site, and that before another autumn had passed not a suitable location would be left vacant (3). The whole northern part of the State exhibited a most extraordinary improvement in the years immediately preceding 1836 (4). The settlement of the country which began during these early years continued steadily throughout the period from 1830 to 1850 (5). A report of Kane County for 1841 said: "This county is marching onward with gigantic strides. * * * Improvements are continually being made, new farms are being commenced, her prairies begin to assume a less desolate appearance. * * * Good roads, bridges, fences, the schoolhouse, the courthouse, the church are seen in every direction" (6). A traveler passing through the country lying to the west of Chicago expressed amazement at the growth and advancement made during the early forties. "So great an increase of wealth and population, * * * such a deluge of men, women and children, horses, cattle and sheep, and every kind and description of personal property as has within that period literally poured over these vast plains", he declared, "outruns all parallel in the growth of a new country" (7). Belvidere, Rockford, Freeport and St. Charles grew to be towns of considerable importance, and the surrounding country was placed under cultivation. Chi-

cago's immediate hinterland was rapidly developed during the period just previous to 1850.

This settlement and development, however, took place chiefly along the rivers (8). The rest of the country remained for the most part, unpeopled and unimproved. This condition existed because the rivers furnished power for the mills and factories and were the main channels of commerce. Because, too, of transportation upon them they provided markets for the surplus products of the soil. Grain was exchanged at these river markets for clothing and articles of import. There, also, wheat was ground into flour and corn into meal. St. Charles on the Fox River, "buzzing and roaring and rattling" with all kinds of machinery, was likened, in 1845, to the city of Lowell, Massachusetts (9). Thus almost every pioneer activity was confined to the river districts, which became well settled and well developed, while the prairie remained uninhabited and unorganized.

Not only were the counties lying along the rivers more densely populated than the prairie regions, but within them the river townships were the most thickly settled. Ogle County, bordering the Rock River, increased its population from 3,479 (10) in 1840 to 10,020 (11) in 1850. It had twenty-four townships and the five (12) bordering the river, for which statistics can be given, had at this latter date almost one-fourth the total population of the county. In Winnebago with sixteen townships the seven along the river had more than half of the county's population (13). In Lee County, although Rock River runs across only Dixon and Palmyra townships, yet in 1850 more than one-fourth of the total population lived in these two townships (14). Along the Fox River, too, this same relative density of population was to be found. In Kane County, where there were sixteen townships and a total population, in 1850, of 16,703, more than half of that number, 8,652, lived in the five townships bordering Fox River. Kendall County, with nine townships, had a population of 7,730, more than half of whom lived in the four river townships. In McHenry County, too, the three river townships, Richmond, McHenry, and Algonquin, had a population respectively of 1,078, 1,176 and 1,455, and were the most densely settled townships within the county.

Growth in commercial activity naturally followed this rapid peopling of the district. The immigrants, at first merely consumers, soon settled and became producers (15). Thus exportation as well as importation increased and before 1850 important commercial relations sprang up within the area.

To what extent Chicago became the market for this territory is shown by the commercial growth of her port. During the first few years Chicago's trade was primarily an import trade, as would be expected in a new country. By 1836, though the exports were valued at but \$1,000, imports were worth \$325,203 (16). During the following years this relationship changed. Imports in 1842 were estimated at \$664,347, while the exports were valued at \$659,305. By 1847 imports and exports were worth respectively \$2,641,852 and \$2,296,299. The commerce of Chicago's port, both imports and exports, grew steadily during this period from 1830 to 1850. Previous to 1839 the increase in exports was slow because many of the newcomers, instead of applying their energies to the labors of production, were devoting themselves to speculation. The result was that although the surrounding country had changed remarkably in the course of five or six years, nevertheless it was not developed sufficiently to supply the home market. The price of food was necessarily high because of the great demand created by the wants of visitors, newcomers, and land speculators who were thronging into the State (17). The natural result was to restrict exportation and increase importation. Later conditions, however, tended to equalize the export and import trade. The panic of 1837 drove speculators from the market and forced men into labors of production. Consequently, more grain was raised and exportation during the latter part of the period greatly increased. The heavy immigration, the unwillingness of many to cultivate the soil, and the panic of 1837, were factors which determined in the main the commercial movements of the period.

Much of the importation to Chicago, which, as we have seen, increased in eleven years from \$325,203 to \$2,641,852, was to supply the city of Chicago. Some of it, however, was for people farther inland (18). Merchants from interior villages were as a matter of economy, beginning to use the Chicago or northern route for shipping goods from the East, and as a

consequence the warehouses of the Chicago forwarding merchants were glutted with merchandise destined to these internal points (19). At that time goods were sent from Chicago as a forwarding station westward to Freeport, Galena, and Prairie Du Chien; southward to Peoria, Tazewell, and Sangamon Counties; and to Crawfordsville and Terre Haute, Indiana (20). Thus, because of cheap transportation to and from the eastern markets Chicago became a forwarding center for a larger area of country (21).

Having taken note of the gradual peopling of northern Illinois, of the fact that the land bordering the rivers was first taken up, and of the extent of territory for which Chicago was a forwarding point, we may now consider the export trade in more detail in order to discover from how great a distance articles of export were hauled to this central market.

Grain, the direct product of the soil, was the chief article of export. Wheat, the most important cereal, was first shipped from Chicago in 1839 (22). The initial consignment was small, but it is significant that there was any surplus, since in 1837 flour readily brought \$13 per barrel in Chicago (23), a fact which would indicate a scarcity of wheat at that time (24). But in these two years conditions had changed; flour and wheat were both in surplus, and exportation had begun. So much wheat came into Chicago that in 1841 there were not vessels enough to carry it away. Trains of from thirteen to twenty wagons, loaded with wheat, were a customary sight in Chicago, and at times, lines of eighty wagons might be seen en route for the city (25). This was due to the fact that merchants in the small towns were buying great quantities of grain and hauling it in wagons into this central market. One firm alone, in Ottawa, advertised in 1842 for fifty teams to haul wheat to Chicago. As a result of the activity of these inland towns, shipment from this port to eastern markets increased rapidly. In 1842, 586,907 bushels of wheat were sent from Chicago port (26). The increase in size of shipments continued until 1848, when the cultivation of other grains was given greater attention, and wheat lost its relative importance in the Chicago market (27). At the close of the period, about 1860, corn began to come into Chicago in greater quantities than ever before. The raising of wool, too, was

found to be exceedingly profitable, the first being marketed in 1842 (28). Beef (29) and pork (30) were also brought in large quantities to this central market and forwarded for eastern consumption. Though the relative importance of these various articles of export varied, nevertheless there was a steady aggregate increase.

These articles of exportation were hauled to Chicago from distances of 150, 200 and 250 miles (31). Chicago, in 1841, was the market for "about one-half the State of Illinois, a large portion of Indiana, and a very considerable part of Wisconsin" (32). Farmers hauled grain through the interior towns to Chicago, where higher prices could be secured and goods purchased at fifty or one hundred per cent. less than at the nearer markets. In September, 1842, when Chicago was paying 53 to 54 cents cash for wheat, Springfield offered but 37½ cents in trade (33). In 1841, on the same day that Chicago was paying \$1.00, Peoria bought wheat at 40 cents (34). In various places during the season of 1841, throughout southern, middle and northern Illinois, but 50 cents was paid for wheat, while Chicago was giving on the average of 87 cents. This ability to pay such high prices gave Chicago a supremacy over these competing towns and made her the grain center of northern Illinois.

The commercial growth of Chicago made necessary an increase in the number and size of business houses at that place. In 1831 Chicago had only one store (35), but in 1832 there were three (36), and by 1835 the number of dry goods, grocery, hardware and drug stores, was more than fifty (37). Moreover, the spacious streets were crowded with carts and wagons; there was a bustling trade, where but a short time before was the unbroken prairie (38). In 1837 one hundred and twenty stores, twenty of which were wholesale, were required to transact the business of this crowded mart (39). The one-store market had become a city of many wholesale and retail stores.

The growth of Chicago and the building up of her tributary area were, as we have seen, very closely related. The development of the one was impossible without the development of the other, for a thickly settled and highly cultivated back country was an absolutely essential factor in the building of

a great Chicago. And, conversely, it was true that such a condition in the nearby farming section was possible only when Chicago offered to that area its money, wealth, and commercial advantages. Because of these facts the interdependence of Chicago and her hinterland has been very marked. However, in spite of this interdependence and although the development of either Chicago or northern Illinois was impossible without the development of the other, yet the building up of neither could have taken place without a third factor—efficient transportation facilities connecting them with the eastern markets. Such an element was supplied by the rise of lake transportation. This agency made the commercial growth of Chicago possible. It allowed her to sell cheaply and buy at rates sufficiently high to give profits to the farmer. It made Chicago the point of contact between the East and the West, and furnished the chief stimulus which changed northern Illinois from a totally dependent importing country to one having a considerable export trade. Lake transportation facilities, in turn, were dependent upon these other elements. For as Chicago and her surrounding country were developed and as their commercial demands increased, the transportation facilities serving them became more efficient.

In 1830 no vessels had come to Chicago, and by 1833 only two had visited her port (40). During the season of 1836, 456 entries were made (41), and by 1839 a regular line of eight boats ran from Buffalo to Chicago, taking sixteen days for each trip. The following year the number of boats increased to forty-eight, and in 1841 seventy trips were made between Buffalo and Chicago (42). The number of entries and departures for the season of 1841 averaged 150 per month; and during the year 1842 there were 705 arrivals with a tonnage of 117,711 (43). This was almost twice the tonnage of 1836. Thus, the increase in steam tonnage at the port of Chicago was very great.

Since the carrying power of other than steam vessels was at that time not inconsiderable, however, a full knowledge of the water transportation agencies required a study of the tonnage of the sailing vessels. In 1831, before even a single steam vessel reached Chicago, the port was frequented by

four small sailing vessels—two brigs and two schooners (44), and after that date these sailing vessels continued to do a heavy business. The following statement, taken from the Buffalo Advertiser of 1846, gives an idea of the amount of freight carried by the sailing vessel: "The sail craft upon the lakes are doing better this season than they have for several years past. Every vessel returns full freighted, and so increasing is the demand for conveyance by this means that our forwarders have established a regular line to the Upper Lakes. Six of our largest brigs have been selected for this purpose and will depart weekly from this city and Chicago, touching, of course, at all the important points on Lake Michigan. The merchants and forwarders of Michigan City, St. Joe, Milwaukee, etc., who fancy they have been neglected by steamboat lines during their trips to Chicago, will now be enabled to ship regularly and by the best class of vessels" (45). The sailing craft did a heavy carrying trade even though the steamer tonnage had made such a remarkable growth.

The increase in both steam and sailing tonnage though great, did not, however, equal the growth in the actual carrying power of that tonnage. Newly acquired speed upon the water enabled the same tonnage to make more trips and thus carry more freight. The increased capacity of vessels, the substitution of steam for hand labor at the docks, and the erection of numerous newly improved warehouses, all added to the carrying power of a given tonnage. The amount of traffic actually carried by ships of the same tonnage in 1851 as compared with that carried in 1841, was ten fold more. Great as had been the growth in steam and sailing tonnage, the increase in carrying power was even greater.

NOTES FOR CHAPTER I

(1) Chicago Historical Society Manuscripts, Vol. 31. Letter of Charles Butler telling of a journey from Michigan City to Chicago: "On my left lay the prairies bounded only by the distant horizon like an expanse of ocean; * * *. There was an entire absence of animal life, nothing visible in the way of human habitation or to indicate the presence of man."

(2) The Chicago American, June 27, 1835.

(3) Chicago Hist. Soc. MSS., Vol. 17. Letter of George I. Goodhue to Hazard B. Terrill, descriptive of Northern Illinois in 1835: "Emigration is going on with wonderful rapidity through the whole state and before next autumn not a desirable location will be left vacant. I arrived in the exact time and selected a place that many desired. I have traveled nearly the whole time. I have been here and seen most of this State, Indiana, and Michigan Territory; also part of Missouri. I find the north part of this State the most desirable * * *."

- (4) Chicago American, July 16, 1836.
 (5) De Bow's Commercial Review of the South and West, V., p. 372.
 (6) Chicago Weekly American, Sept. 3, 1841.
 (7) Prairie Farmer, V, p. 152.
 (8) Stewart, Catherine, New Homes in the West (Nashville 1843), p. 132: "The country around the Fox and Rock Rivers and westward into Galena, which five years ago disclosed little more than an unbroken waste, is now almost entirely filled up with smiling settlements; the land yielding seventy, in some instances a hundred, bushels of corn an acre; equally productive of other grains and every kind of vegetation suited to a northern climate." Chicago American, July 16, 1836: "The whole line of that portion of Fox River included within her borders is strung with neat and animated villages."
 (9) Prairie Farmer, V., p. 152.
 (10) Sixth Federal Census.
 (11) Seventh Federal Census.
 (12) Ibid. Byron, 644; Nashua, 703; Marion, 595; Oregon, 540; Grand De Tour, 378.
 (13) Seventh Census, 6,924 out of a total of 11,773.
 (14) Seventh Census, 1,661 out of a total of 5,292.
 (15) Chicago Daily Journal, March 27, 1845: "From consumers we became producers, and are in fact but emerging into importance. Chicago, naturally from her position, keeps pace with the improvements in the extent of country, of which she is legitimately the market."
 (16) Andrew's Report on Colonial and Lake Trade (1852), p. 175.

Year	Imports and Exports from Chicago	
	Imports	Exports
1836	\$ 325,203	\$ 1,000
1837	373,677	10,000
1838	379,174	16,044
1839	630,980	38,843
1840	562,106	228,635
1841	564,347	348,862
1842	664,347	659,305
1843	971,849	682,210
1844	1,686,416	785,504
1845	2,043,445	1,543,510
1846	2,027,150	1,813,468
1847	2,641,852	2,296,299

- (17) Chicago American, June 20, 1835: "Our market is almost bare of all kinds of provisions. The prodigious influx of emigrants and visitants for the last month has produced a great scarcity of the leading articles of subsistence. Most kinds of provisions are now selling at enormous prices: Flour has been sold the present week at twenty dollars per barrel; butter at thirty-one cents; and many other articles proportionately high."
 (18) An advertisement given in the Chicago American of December 31, 1836, for unclaimed packages at Hubbard and Company's Express, showed the following destinations: Elkhart, Goshen, Michigan City, and Terre Haute, Indiana; Independence and Clinton, Iowa, and Joliet, Galena and Danville, Illinois.
 (19) Chicago American, Sept. 26, 1835.
 (20) Chicago Weekly American, Oct. 29, 1841; Sept. 9, 1844.
 (21) It is not to be assumed, however, from these facts that Chicago was the chief forwarding point for all this territory. Only this conclusion can be drawn that Chicago and the northern route, was a competing channel of commerce through which at different times package freight was sent to these distant places.
 (22) Hunt's Merchants Magazine and Commercial Register, XXVI, p. 926.
 (23) Chicago Weekly American, Sept. 10, 1841.
 (24) This unusually high rate was due in part to the inflated prices which ruled the markets just previous to the panic of 1837.
 (25) Chicago Weekly American, Aug. 24, 1842.
 (26) Ibid.
 (27) Hunt, XXVIII, p. 560. The decrease in receipts of wheat is not to be explained by a change of route unfavorable to Chicago, but by a change of crop in the tributary country.
 (28) Chicago Weekly American, June 29, 1842. The prairies were suited to growing wool, and, although per acre as much could not have been produced had the market been close at hand, yet because wool could be shipped at one-fourth the price wheat could, the net gain on wool was greater than that on wheat.
 (29) Chicago Daily Tribune, Dec. 28, 1850.
 (30) Chicago Weekly American, Jan. 5, 1842.
 (31) Chicago American, Sept. 17, 1841.
 (32) Ibid.
 (33) Chicago Weekly American, Sept. 27, 1842.
 (34) Chicago Weekly American, Sept. 17, 1841.
 (35) Andreas, A. T. History of Cook County, Illinois (Chicago 1884), p. 115-116.
 (36) Chicago American, Aug. 15, 1835.

(37) Andreas, Cook County, p. 142; Chicago American, Aug. 15, 1835. There were in 1835 four large forwarding houses, two book stores, one brewery, one steam mill, and twenty-five shops of all descriptions.

(38) Chicago American, February 4, 1837.

(39) Hunt, XXVI, p. 425. Illinois in 1837, p. 135.

(40) Hunt, VI, p. 189. Illinois in 1837, p. 135. A letter from a "Rambler," states that there were four arrivals in 1832.

(41) Hunt, XXVI, p. 425.

(42) Hunt, VI, p. 189.

(43) Senate Documents, 1842-43, IV., No. 234.

(44) Gerhard, F. Illinois as it is (Chicago 1857), p. 388.

(45) Chicago Weekly American, July 31, 1846.

CHAPTER II

PLANK ROADS, OR THE PRE-RAILROAD LINES OF TRANSPORTATION

During the first fifteen years of settlement of northern Illinois and while the remarkable growth outlined in the preceding chapter was taking place, very little was done to connect Chicago with her adjacent hinterland (1). No good roads were built, and what commerce centered at Chicago, did so because of her naturally advantageous position. At the close of this period, however, an enterprising spirit demanded that roads be built, which should offer to the interior region advantages similar to those which lake transportation was giving to Chicago (2). True, internal improvements had earlier been undertaken by the State, but from these efforts little other than evil results came. The short railroad which was completed had small value, no canals were built, and the rivers were not yet improved. Now, however, conditions had changed. These distant settlements had grown and were demanding good roads which would connect them with a primary market. In response to this demand these later improvements were made. They were but natural steps in the building up of the country, results of an earlier development and aids to a later one.

These improvements consisted in the laying of a system of plank roads, the construction of railroads and the building of the Illinois and Michigan canal. The plank roads, more primitive than any of the other improvements undertaken, did not radically change the course of economic development, but simply intensified that which had already taken place (3). Their results, though important, were not so far reaching as those of the other improvements. The canal and the railroads were much more powerful agents (4). They reached farther into the country and changed the character

both of Chicago and of the rural districts. They greatly increased Chicago's wholesale business and transformed the unbroken prairie into wheat fields upon which were built many grain store houses and shipping stations. Plank roads on the other hand merely supplanted the old "black ditch" and made it possible for trains of wagons to come from a much greater distance into the city. Their influence was to give the market a steadiness otherwise impossible, and to increase the retail trade.

The history of plank roads in Illinois is the history of a State-wide movement. They were built out from almost every important town. Those of primary concern led out from Chicago. In 1849 a general Plank Road Corporation act was passed whereby corporations might be formed for the purpose of constructing and managing plank roads (5). Under this law, and even previous to it under special charters, corporations were formed, each of which built a road from Chicago into the country. The North-western, Western and South-western were the principal plank roads built.

Attention has already been called to the fact that the earliest settlements were along the rivers, and that to the west of Chicago they were on the Mississippi at Galena, and upon the Fox and Rock Rivers. These distant settlements were at first disconnected, for the prairie between the lines of settlement was then unbroken. The first trail across the prairie to Galena was made in 1825, and not until nine years later was the first stage line in this section of the country established (6). It ran from Chicago to Dixon, and thence into Galena from a southerly direction. Trade followed this stage line and because of this fact the towns through which it passed became more prosperous. On the other hand, the settlements that were lying to the north of this road and directly west of Chicago, and which had no good outlet, were placed at a disadvantage. The result, with trade following a route favorable to some towns and unfavorable to others, was that jealousy sprang up and a demand for new roads was created which later materialized in the building of competing trade routes.

These first roads, however, were but openings through the timber land and marked out routes across the prairie. Nev-

ertheless, they met the requirements of the time. But as the distant settlements increased in their productive power the importance of well-built roads was more fully realized (7). The result was that in 1844 the Illinois State legislature was petitioned for the power to construct a plank road. Although the bill introduced in response to this petition became a partisan measure and was defeated, yet the spirit demanding it was uncompromising (8). The Chicago papers were urging the building of plank roads (9). At Bryan, Ogle County, meetings were held to discuss plans for building better roads to the principal market. The preamble to resolutions adopted at a meeting in Elgin sets forth as follows the urgent need of plank roads: "Whereas, the large and increasing amount of agricultural products yielded by the fertile soil of Illinois, even in the present beginning of its cultivation, which requires transportation from the Fox and the Rock River Valley to the city of Chicago, with the vast and equally increasing amount of merchandise, lumber, iron, salt, etc., rendered necessary from the city to the country, call urgently for some better thoroughfare than is now possessed" (10). The needs both of the country and of Chicago, it was felt, demanded this improvement.

Finally, as a result of the growing need and of this unceasing clamor, the necessary legislation was secured, corporations were formed, and plank roads were built from the city to these distant settlements. The first of the kind extending from Chicago was the South-western Road (11). It was commenced in May, 1848, and by 1850 sixteen miles of the road had been completed (12). It then reached to Brush Hill, or to the eastern boundary of DuPage County (13). As extensions to this road the Naperville and Oswego, the St. Charles and Warrenville (14), the Sycamore, and the Oswego and Little Rock roads were built, thus making a continuous line of plank roads leading out from Chicago for a distance of sixty miles (15). These roads formed the main line, which, together with the branch roads connecting it with the small towns, made a network of improved roads throughout the section of country lying southwest of Chicago.

Similar routes were extended from Chicago to the west and to the north-west. In 1849 the North-western Plank Road was

begun and built to Oak Ridge, a distance of eight miles, and during the following year was extended to Dutchman's Point (16). From this main line branch feeders were thrown out to the Des Plaines River (17). The purpose was to connect with Chicago the distant but important trading point of Wheeling, situated on the upper Des Plaines River, and by this main route, with its branch roads, to secure to the city of Chicago the surplus products of the whole Des Plaines valley. The Western Plank Road was built from this line at Oak Ridge eight miles from the city. From thence it ran to the east line of DuPage County, where it connected with the Elgin and Genoa Plank Road, which passed through Elgin and terminated at Genoa (18), a distance of over fifty miles (19) from Chicago.

Besides these main plank roads two other short ones led from the city, the Lake and McHenry County, and the Southern plank roads. The former connected Waukegan with Hainesville, McHenry County (20). In 1850 plans were made to extend this road from Waukegan to Chicago and from Hainesville to Woodstock. Whether or not these plans were executed is uncertain. The Southern Plank Road was built from Chicago as far as Kyles' Tavern, ten miles from the city. The purpose was to extend the road through Momence, in Will County, to Middleport in Iroquois County, a distance of seventy-five miles. But this extension was never made (21). Running north from Clark Street, nearly parallel to the lake shore, still another road was planked (22). This route passed by the tavern of Rees and Hundley to Little Rock River; thence through Pine Grove to Hood's Tavern on the Green Bay Road. Thus, plank roads were built from Chicago as a center to the north, north-west, west, south-west and south. Each led to a rich agricultural region and served as a connecting road between it and the great primary market of the West. Over these roads the surplus of this productive country poured into Chicago.

These plank roads proved to be good business propositions to the corporations owning them. The Southern Road, but ten miles in length, declared a dividend in 1851 of fourteen per cent. (23). The North-western Plank Road Company, without declaring dividends for a time, used the earnings

to extend the road. During this period the amounts received were equal to about one-fifth of the first expenditure (24). In 1851 a net income was received from this road of thirty or forty per cent. on the original cost (25). The statistics for the year 1852 are not given, yet a comparison of tolls for the month of February with the same month of 1851 indicates for 1852 a much larger income (26). The South-western Road likewise proved very remunerative (27). Upon the first two miles of this road more than eighty per cent. of the original cost was received in tolls (28). Each of the roads proved a wise and winning investment to the stockholders.

Not only were these roads beneficial to those who promoted them, but they aided in the development both of Chicago and the surrounding country. They were far superior to the railroads in building up a retail trade (29). "From no other improvement", said a writer of the period, "has Chicago derived more direct and manifest benefit in proportion to the capital invested than from the plank roads which connect it with the adjacent county" (30). They changed a fluctuating market into a steady and reliable one, thereby removing the conditions so harassing to a successful merchandise business, and so destructive to a well regulated system of interchange (31). Curtiss, in his *Western Portraiture*, pronounced them improvements "that greatly facilitate the business between Chicago and the country" (32).

So clearly connected are Chicago and the tributary country that the benefits of the one were advantages of the other. The results already pointed out are those which directly affected the city. The country, however, through which these roads passed was likewise greatly benefited. Transportation was so accelerated that one could travel ten or twelve miles on the plank road with greater ease and in less time than six miles upon a common road (33). The farmer could haul larger loads and make better time than formerly, and with much less destruction to property and animals (34). "Stiffness, decay and death", said the *Chicago Daily Democrat*, "are the necessary results of overtaxing the animal's energy where it is long continued. In this respect alone, plank roads would confer a lasting benefit to the country; they would save an immense loss in the wear and tear of wagons and in the

deterioration of stock" (35). The farmer, because of them, became more independent. Instead of being compelled, as formerly, to deliver his last year's crops during the best weather for farming, he could take advantage of sunny skies in caring for his new crop. Still other advantages than these accrued directly to the farmer because of plank roads. His lands became saleable at new and higher prices (36). Wood, being easily conveyed, could be sold with profit, and because of this fact timber lands rose in value (37). Better improvements were made upon the farms lying along the line of the plank roads (38). More farms were opened and new houses and barns were built. The plank roads brought prosperity to the country through which they passed.

These roads have been viewed as agents in the development of the city and of the adjacent country. Their full and complete history is not required, nor will it be pursued further than to show their usefulness as a primary developing agent. The period considered is from 1848, the date of their first inception, until the railroad relegated them to a secondary factor. In their first function, the plank roads were the main through routes from the back country to Chicago. Later, railroads usurped this through traffic, and plank road stock went below par (39). From this time the function of plank roads was not to furnish through transportation routes, but to serve as branch lines to the railroads and the canal. This phase, though important, becomes secondary, and will be traced only in a general way. The railroads and the canal assumed primary importance as transportation agencies, and their history becomes the logical continuation of this aspect of the subject.

The use of the plank road in this secondary phase may best be illustrated by the consideration of those running into Freeport. This town with railroad connections to Chicago once established, began the building of plank roads out into the surrounding country. One road was built by the way of Cedarville and Oneco to Monroe, in Green County, Wisconsin (40). Other routes were to Rock Run and to North Grove, and still another to the mills on Yellow Creek. These roads connected the territory within a radius of thirty miles of Freeport with a cash market. This territory, too, like that

immediately adjacent to Chicago, was enhanced in value (41). Other roads were in contemplation, the progress and full history of which will not be followed here, but whose purpose was the connection of tributary country with through transportation lines, and not directly with the central market itself. These were the Oswego and Indiana lines (42), the Fulton County Road connecting Canton with the river (43), and the road connecting Virginia with Beardstown on the Illinois River. Pittsfield, too, was connected with Florence, as was Lockport with Plainville (44). These were some of the many minor plank roads built out from various local centers. The produce of the country was hauled over them to the smaller towns, only to be sent ultimately to Chicago.

During this early period, Chicago passed from a stage in which the immediate country was largely undeveloped, and where there were no good roads leading to the distant river settlements, to a stage in which the country tributary to her had so developed that into her store-houses poured millions of bushels of grain. Chicago herself was building up a large commerce, and to this transformation from a small town to a large commercial center the plank road system, "one of the greatest improvements introduced into the state", contributed its part. The plank road made Chicago's retail trade, and was an important factor in developing northern Illinois. It was an efficient agent in conquering the prairie land.

NOTES FOR CHAPTER II

(1) Chicago Daily Journal, Sept. 9, 1844.

(2) *Ibid.*

(3) "The roads are constructed with either a single or a double track. The single track is eight feet wide with plank, and as much more without it, upon which wagons may turn out. The whole (sixteen feet) is graded at the rate of about six hundred feet to the mile, or one foot in twelve. The road being first covered with clay spread evenly over it, sills are laid down at the sides, and the ends of the planks are made to rest upon these, and at the same time also upon the clay of the intervening road. The ends of the planks are not pinned or fastened in any way whatever, care only being taken that they shall not lie in a straight line upon the sills, but irregularly, so as to give a better hold to wagons coming from the clay on the plank roads. There is also a good ditch at each side of the road so as to drain it well." Baltimore American reprinted in Niles Register, LXXV, p. 221.

(4) The railroad is discussed in the succeeding chapters. The Illinois and Michigan Canal, however, is not treated because Professor J. W. Putnam, of Butler College, Indiana, has been for some time making a special study of this subject. See Journal of Political Economy, May, June and July, 1909; also "The Illinois and Michigan Canal, A Study in Economic History," by the same author.

(5) Illinois Session Laws, 1849, 1st Sess. Sixteenth General Assembly, p. 128.

(6) History of DuPage County (1882), p. 150. In this year Mr. Kellogg pioneered his way from Peoria to Galena, hitherto unreached save by the river.

(7) Chicago Daily Journal, Sept. 9, 1844.

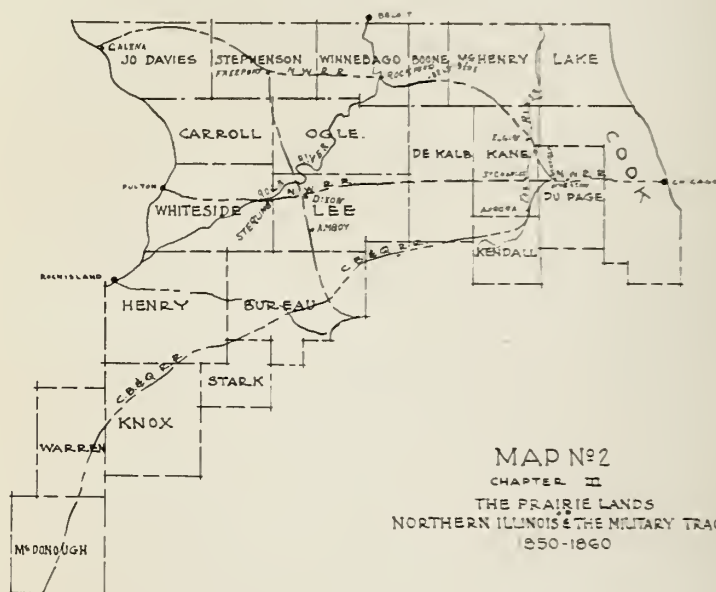
(8) Daily Journal, Dec. 12, 1844.

(9) Chicago Democrat, Sept. 11, 1844; Chicago Daily Journal, Sept. 9, 1844.

(10) Daily Journal, Sept. 14, 1844.

(11) Chicago Daily Tribune, Dec. 28, 1850; Chicago Daily Democrat, May 31, 1850.

- (12) Chicago Daily Tribune, Dec. 28, 1850.
- (13) Chicago Daily Democrat, May 31, 1850; Chicago Daily Tribune, Dec. 28, 1850; Hunt's Merchants Magazine, Vol. XXVI, p. 442.
- (14) Chicago Daily Democrat, May 31, 1850.
- (15) Chicago Daily Democrat, Jan. 10, 1851; Chicago Daily Democrat, May 31, 1850.
- (16) Chicago Democrat, Dec. 18, 1850; Chicago Daily Democrat, May 31, 1850.
- (17) Hunt, Vol. XXVI, p. 442.
- (18) Chicago Daily Democrat, May 31, 1850.
- (19) Chicago Daily Tribune, Dec. 28, 1850.
- (20) Chicago Daily Democrat, Dec. 20, 1850.
- (21) The reason this project was not carried out is uncertain. A factional fight over the route (Chicago Daily Democrat, Nov. 17, 1849) has been assigned as a reason. One authority (Chicago Daily Tribune, Dec. 28, 1850) notes that the people living along the line requested that the roads should not be built. Competition of the I. & M. Canal may have been feared by its directors as was that of the I. C. R. R. Hunt, XXVI, p. 443.
- (22) Moses & Kirkland, p. 304. Hunt, XXVI, p. 442; Chicago Daily Dem. Jan. 21, 1851.
- (23) Chicago Daily Democrat, Jan. 9, 1852; Hunt XXVI, p. 443.
- (24) Chicago Daily Tribune, Dec. 28, 1850.
- (25) Hunt's Merchants' Magazine, XXVI, p. 442.
- (26) Chicago Weekly Democrat, March 14, 1852. The tolls for February, 1851, were but \$757.12; while for the same month 1852, this amount was more than doubled, being \$1,516.54.
- (27) Chicago Daily Democrat, Dec. 9, 1848.
- (28) Chicago Daily Democrat, Oct. 2, 1848.
- (29) Chicago Daily Democrat, Dec. 9, 1848; May 31, 1850; June 8, 1849.
- (30) Hunt's Merchants' Magazine, XXVI, p. 442.
- (31) Chicago Daily Democrat, Jan. 16, 1849; Feb. 1, 1849; March 31, 1850.
- (32) Curtiss' Western Portraiture, p. 53.
- (33) Chicago Daily Democrat, Sept. 4, 1849.
- (34) Chicago Daily Democrat, June 27, 1851.
- (35) Chicago Daily Democrat, July 31, 1850.
- (36) Chicago Daily Democrat, June 27, 1851. From ten to fifty per cent.
- (37) Chicago Daily Democrat, May 13, 1850; Oct. 9, 1848; June 28, 1851.
- (38) Chicago Daily Democrat, July 17, 1851; June 13, 1851; Chicago Daily Democrat, Nov. 17, 1849.
- (39) History DuPage Co. (1857), p. 31. The South-western Road was torn up in 1857.
- (40) Chicago Daily Democrat, Sept. 9, 1851; Chicago Weekly Democrat, Sept. 13, 1851.
- (41) Chicago Daily Democrat, Sept. 9, 1851; Sept. 2, 1851.
- (42) Chicago Daily Democrat, June 27, 1851.
- (43) Chicago Daily Democrat, Jan. 10, 1851.
- (44) Chicago Daily Democrat, Oct. 25, 1851; Chicago Daily Democrat, Nov. 7, 1851.



MAP No. 2
CHAPTER II
THE PRAIRIE LANDS
NORTHERN ILLINOIS & THE MILITARY TRACK
1850-1860

CHAPTER III

RAILROADS IN THE PRAIRIE LANDS OF NORTHERN ILLINOIS AND IN
THE MILITARY TRACT, 1850-1860

The building of railroads out from Chicago brought about a new era in the development of that city, and of the tributary country. Previous to 1850 settlements were made chiefly along the rivers, which were then the lines of through traffic. Yet before 1860 the railroads had been built, and as a result the prairie had been settled, new farms had been enclosed, and the hitherto unclaimed land had become the home of an industrious laboring people.

Agitation for the building of railroads began early, but nothing advantageous was accomplished until the Galena & Chicago Union Railroad was built. The purpose of this road was to make Galena and Chicago the terminals, thereby connecting the upper Mississippi and the lake traffic (1). Chicago desired to handle Galena's lead, and to supply the laborers in the lead mines of that place with the necessities of life. Moreover, the carrying trade of the Rock and Fox River settlements would also be secured by the building of such a road. This road was started in 1846, and by September 1, 1850, the main line to Freeport was carrying freight (2). Previous to this date the St. Charles (3), the Aurora (4), and the Beloit (5) branches had been completed, and on December 16, 1855, the line from Dixon to Fulton City was opened. Thus, by the close of the year 1855, the main line to Freeport of 122½ miles, the Beloit branch, 21 miles, and the Chicago-Fulton road, 105½ miles, were all completed, making a total of 249 miles (6). This system of roads connected the Mississippi and the Lakes, gave two separate lines of communication across the prairie, joined the settlements lying along three separate river systems, and touched twelve different counties in northern Illinois.

At this time, too, other roads were built through this prairie lying north and west of the Illinois River (7). The main line of the Illinois Central was constructed through the division of territory now under consideration. This road crossed both branches of the Galena and Chicago Union Railroad, touching the Fulton line at Dixon, and the terminal of the other branch at Freeport; and joined the latter named place with Galena and Dunlieth on the Mississippi. The Chicago, Burlington & Quincy system of the present time formed by the consolidation of the Central Military Tract Railroad, the Aurora branch, and the Peoria and Oquawka was constructed during this era of railroad building. This system ran through the center of the Military Tract (8). It passed between the sources of streams which run to the great river systems on either side, opened up a prairie hitherto undeveloped, and reached the Mississippi at Quincy, a distance of 210 miles from Chicago (9). The branch of the road, formerly the Peoria and Oquawka, left the main line at Galesburg, 173 miles from Chicago, and running westward 100 miles, touched the Mississippi at Burlington. The Rock Island, which, running from Chicago, paralleled the Illinois and Michigan Canal and the Illinois River as far as Peru, turned westward at this point, ran across the northern part of the Military Tract, crossed the Illinois Central at La Salle, and the Chicago, Burlington & Quincy at Mendota, and reached the Mississippi at Rock Island. The entire length of this road, 181 miles, was opened for use in 1854 (10).

Thus throughout this prairie land lying to the north of the Illinois River four systems of railroads were constructed. These improvements, carried to a completion between 1850 and 1856, crossed almost every prairie county (11), and by means of them prices nearly equal to those given at the Chicago market were offered at stations easily within reach of all. The old difficulty of marketing surplus produce could no longer seriously retard the development of this rich prairie land.

As the through transportation lines were completed their terminals and depots became the storehouses of the surrounding country. For farmers, instead of hauling their grain to Chicago, as they formerly had done, were now delivering

it at these depots (12). When the Galena and Chicago Union Railroad was completed to the Des Plaines River, over thirty loads of wheat were there deposited awaiting transportation (13). St. Charles, with only the advantages offered by a branch road, built up a good business and became the grain center for a large area. The Kane County Democrat said of the town: "Life and animation courses every avenue. She has built a branch railroad, procured cars and a good engine by the voluntary subscription of her own citizens during the last year, and is now reaping the fruits of her labors by a rich trade from the surrounding country" (14). During the first year (1850) this branch road, but five miles in length and doing the transportation work of St. Charles alone, did almost three thousand dollars (\$2,994.94) worth of business, which was increased the following year to \$4,468.36 (15). In the year ending April 30, 1856, this amount was still further increased to \$12,559.64. Thus the advantages offered to this town by the railroad stimulated its business and general development.

Upon the completion of the railroad through Marengo, that town also advanced rapidly in wealth and prosperity, and became an important trading point. Her export business was greatly increased. Four warehouses, each with a capacity of 60,000 bushels, were built; grain could not be shipped as fast as it was bought by local dealers (16). Morrison, in Whiteside County, experienced a similar growth. This town was laid out in 1855, and although the first station was but a board shanty, yet the historian of Whiteside County reports that during the same year a large business was done in shipping to and from that point. As a result, the rich farming lands on all sides were soon improved by an enterprising class of farmers, and trade increased still more rapidly (17). A writer in the Sentinel of June 1, 1860, said: "Four years ago Morrison came into existence. At that time there was but one house within a mile, and each settler was obliged to haul his building material from the Mississippi, or Sterling, or Dixon" (18). Yet in 1859 there were shipped from this station 131,414 bushels of wheat, 49,996 bushels of corn, and various other commodities. Though the town was small, it received much lumber, coal and general merchandise, and a new impulse was given to every activity.

When it was known beyond question that the railroad would be built through Carroll County, "there was a rapid influx of aspiring business men" (19). Lanark sprang into existence and then into importance. "Where but a few months before there was nothing but an undisturbed prairie, with no really productive and remunerative farms in sight, all became hurry and bustle. Stores and trading places were opened just as fast as accommodations could be secured" (20). The town of Fulton, in Whiteside County, experienced a similar growth. When ground was first broken for the railroad at that place, there were probably not over four hundred inhabitants within the limits of the corporation; but within a few years thereafter there were at least six times this number (21). Kendall County, too, became prosperous, owing "mostly to the general incoming of railroads, by which prices of both produce and real estate were quickened" (22). In Lee County the building of the Illinois Central caused "not only the rapid growth of Dixon, but the founding of the Amboy Car Works, which gave rise to the growth of that young city" (23). Elgin had a population of 540 in 1850, but in six years it had increased its population to as many times that number (24). Amboy's growth was not less remarkable. Its population had grown from 16 to more than 1,300. The railroad stimulated trade and had an influence upon the development of the prairie lying north of the Illinois River.

By 1856 and 1857, less than five years after the Galena and Chicago Union Railroad was completed, every station upon it was doing an important freight business. Danby, Winfield and Wheaton, mere villages, built up respectively an annual freight traffic of 4,135,850; 4,526,730; and 7,294,430 pounds (25). The freight of the more important places, Clinton, Elgin, Belvidere, and Rockford, was respectively 11,986,900; 35,860,810; 44,574,980; and 55,405,880 pounds per annum. At any one of these larger depots the cash value of the freight was annually more than \$20,000, while in some places it was twice and three times this amount. Even the smallest trading stations, with two or three exceptions, were annually shipping freight valued at more than \$3,000. What such a growth means cannot be adequately represented by giving this data. For it must be remembered that this commerce was built up

in a new country. Hence, a freight depot, doing an annual business of three, five or ten thousand dollars, would indicate that many new settlers had come in, many farms had been enclosed, and that land hitherto unbroken was being cultivated and made to contribute to the needs of man.

The total freight earnings of this road, (the Galena and Chicago Union), which between 1852 and 1857 increased from less than \$125,000 to almost \$1,500,000, affords still further evidence that a great transformation had been made in the tributary country (26). Then, too, the eastward tonnage, which was a surplus product, steadily increased (27). This growth in exports can mean only that the country had become more thickly settled, and that the farms were being better cultivated.

The import shipments also give indication of this transformation. Between 1850 and 1853 the increase in imports was from 28,244 to 96,627 tons, which would indicate a rapid settling of the country. But during the late fifties a more thickly settled and better cultivated area brought about a decrease in the imports, since the needs of the people could then be supplied within the district itself (28). Thus an increase of imports in the early fifties and a subsequent decrease of imports during the late fifties, alike indicate a constant development.

The transformation which we have witnessed in the area through which the Galena and Chicago Union Railroad had been constructed from a partly settled region to one in a well developed state of cultivation was experienced, also, by the regions tributary to the other lines of railway constructed in Illinois. Along the Illinois Central many new towns were started, and the older ones developed rapidly (29). The freight which this road annually turned over to the Galena and Chicago Union was more than a hundred million pounds, while that which the Chicago, Burlington and Quincy contributed was more than five hundred million pounds (30). This growth in towns, in freight, and in the general development throughout the tributary country, was due to the many advantages which the railroads offered. Previous to the building of railroads, exports were either sent down the river to the St. Louis market or hauled across the country to Chi-

cago at such high rates of transportation that, as was the condition in Stephenson (31) and DuPage (32) Counties, nothing was left as profit for the farmers. In Bureau County between 1840 and 1852, wheat was sent to the southern market and often sold for but 25 cents per bushel (33). On the other hand, the farmers from Ogle County as late as 1852 hauled wheat to Chicago in wagons. But even this method of disposal involved the time and expense of a six-day trip, in return for which 50 or 60 cents per bushel was received (34). In exchange for this undesirable situation, the railroad gave a cash market easily accessible to the farmer (35). Thus these new conditions furnished the stimuli for the general development which took place between 1850 and 1860 in the country tributary to these railroads.

As a result of the increased prices paid for produce, and hence of the larger returns to the farmer for his labor, this country was looked upon as a desirable agricultural section. Immigration increased, lands were taken up, and farms were placed under cultivation. Land prices rose at once. In Will County, prairie land which could be bought in 1852 for Congress prices, was in 1856 worth \$10.00 per acre, and farms worth \$6.00 per acre at the earlier date sold in 1856 at from \$20.00 to \$25.00 (36). A little farther to the north, in Winnebago County, lands selling at the earlier date for \$1.25, sold, after the railroads had passed through the country, for from \$12.00 to \$25.00 per acre (37). But little prairie land was to be had in DuPage County by 1856, and farm land was worth from \$8.00 to \$30.00 and \$40.00 per acre (38); while in Lee County between 1852 and 1856, land increased ten-fold in value, and sold at from \$50.00 to \$100.00 an acre (39). The land granted by Congress to the Illinois Central Railroad, and lying along that road, which, previous to this period, had been for years offered in vain at \$1.25 per acre, was worth in 1852 on the average, \$5.00, and four years later sold for \$20.00, \$25.00 and \$30.00 per acre (40).

The total cash value of farms in this area increased from one to six million dollars. In 1860 the farms of Henry County were worth \$5,274,000, more than seventeen times the valuation placed upon them a decade earlier. Carroll County multiplied her total farm value by almost five; Stark, Bureau

and DeKalb each by six, and Whiteside and Lee each by seven. Throughout this whole section of the State the price of land was greatly advanced, increasing to five, eight and ten times its earlier value.

Each of the counties in this area of the State also greatly increased its population between 1850 and 1860, while many of them even doubled and trebled it. In Warren County the total population increased from 8,000 to 18,000. The population of McDonough County increased from 7,000 to 20,000; Knox from 13,000 to 28,000; Stephenson from 11,000 to 25,000; and Winnebago from 11,000 to 24,000 inhabitants. The growth of the following counties is even more noticeable: Henry, with a population in 1850 of but 3,000 souls, had in 1860 more than 20,000. Stark gained in the number of inhabitants from 3,000 to 9,000; Whiteside from 5,000 to 18,000; Carroll from 4,000 to 11,000; and Lee from 5,000 to 17,000. Kendall, DeKalb and Bureau, having in 1850, 7,000; 7,000 and 8,000, respectively increased their population to 13,000; 19,000, and 26,000. These latter and more remarkable gains, as may be seen by looking at the map, took place in the counties most distant from the rivers and traversed by the railroads. In all the counties throughout the entire district, population became more dense. The total increase for the entire area was from 184,917 to 510,287 souls, or more than 250 per cent.

Then, too, the total farm acreage of each county in 1860 was always much larger, and often two, three and four times that of 1850. These gains were made for the most part in the interior counties. Warren's farm acreage in 1850 was 75,330, while in 1860 it was 188,161. In this decade the total farm acreage for McDonough County increased from 51,541 to 164,291; for Henry from 22,983 to 200,078; for Stark from 24,552 to 125,214 acres. Boone, Lake, Kane and DeKalb counties made similar gains, which fact reveals a healthy development of the country. Lands were being enclosed and rapidly placed under cultivation. Moreover, it was not held in a non-productive state, nor was it owned by non-residents. The tillers of the soil had selected this area as their home, and were living upon, and cultivating the land they possessed.

A resume of the preceding pages brings together these

facts: The prairie lying north of the Illinois River, and containing more than seven million acres, experienced between 1850 and 1860 a remarkable transformation. Previous to 1850 the prairie was sparsely settled and upon it but little labor in cultivation had been expended. This was true, for the most part, because of the lack of an inexpensive outlet for the surplus products. The expense of delivering exports to the market left nothing to reward the farmer for his labor. Expediency compelled settlers to shun the prairie and search for the river land, where commercial outlets were possible. The incoming of railroads reversed these conditions and made the prairie land, which was once undesirable, the most valued and the most highly sought land. Between 1850 and 1860 four main railroads extended their lines across this district, building up the country tributary to them. As a result, primarily, of the advantages thus presented, settlers poured into the country; and upon what, but a few years before was unbroken prairie land with separate and distinct settlements, more than half a million of people in 1860 were living and becoming prosperous. Over five-sevenths of the total acreage was then in farms and had a valuation of \$117,501,342. The entire section had in every way greatly developed.

NOTES FOR CHAPTER III

- (1) See Map No. II.
- (2) This road went into operation as follows: to Elgin by January, 1850; the first twelve miles west of Elgin, Sept. 1, 1851; the next twelve, Oct. 8; the next twelve and to Belvidere, Dec. 3, 1851, and the last six March 10, 1852. Fifth Annual Report of the Galena and Chicago Union Railroad (1850), p. 8.
- (3) History of Kane Co. (1878), p. 290.
- (4) Ibid. This road was commenced in 1850 and finished in 1851. It was called the Chicago & Aurora after 1852.
- (5) Seventh Annual report of G. & C. U. R. R.
- (6) Eighth Annual Report of G. & C. U. R. R.
- (7) See Map No. I.
- (8) The Military Tract is composed of that territory lying between the Illinois and the Mississippi rivers.
- (9) See Map of river counties.
- (10) Hunt's Merchants' Magazine XXXIV, p. 496; the road was commenced on Apr. 10, 1852, and was opened to public, Feb. 22, 1854.
- (11) See Map No. II.
- (12) As many as 80 teams at a time could be found unloading their wheat at St. Charles to be shipped to the Chicago market. Chicago Daily Democrat, Feb. 2, 1850.
- (13) Chicago Daily Democrat, Nov. 29, 1848.
- (14) Quoted in the Chicago Daily Democrat, July 20, 1850.
- (15) Chicago Daily Democrat, Dec. 30, 1851.
- (16) In October, 1853, 60,000 bushels of wheat were stored at Marengo, awaiting shipment. Chicago Daily Democrat, Oct. 6, 1853.
- (17) History of Whiteside County, p. 307.
- (18) Quoted from the Sentinel, Jan. 1, 1860. History of Whiteside County (1877), p. 308.
- (19) History of Carroll County (1878), p. 367.
- (20) Ibid., p. 368.

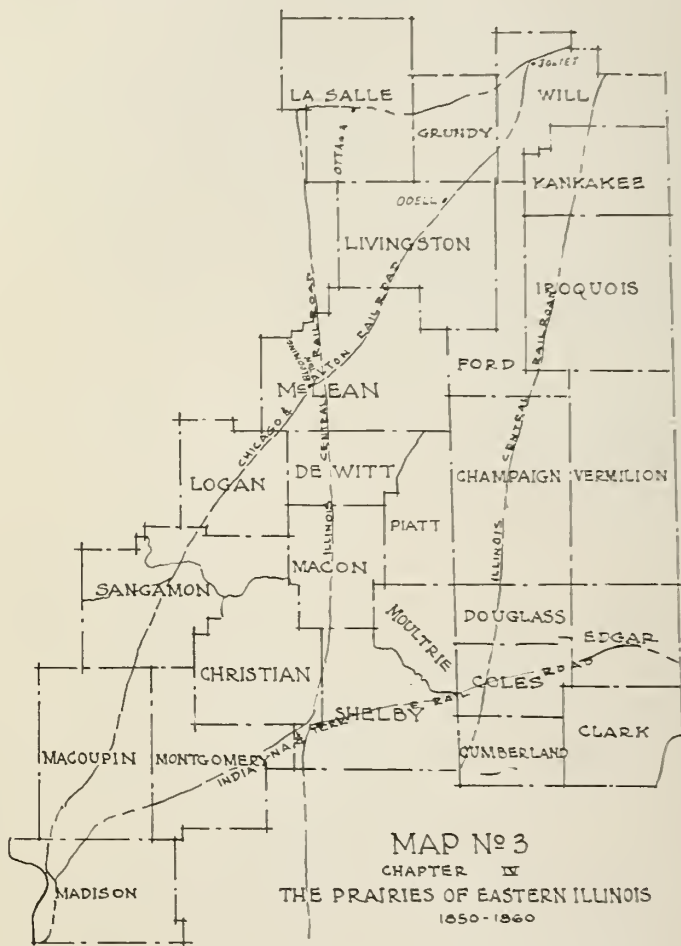
- (21) History of Whiteside County (1877), p. 167.
 (22) History of Kendall County (Hicks), p. 272.
 (23) History of Lee County (1881), p. 76.
 (24) Gerhard: Illinois as It Is (1856), p. 417.
 (25) Twelfth Annual report of the Directors of the G. & C. U. R. R.
 (26) Twelfth Annual Report of the Directors of the G. & C. U. R. R. In these figures the reader should be careful to estimate correctly the value as evidence, for which they are submitted. Each year the road increased its mileage and consequently should logically increase its business, even with a country highly developed. This, however, does not alter the fact that, before the road was extended, there were not even good wagon roads in this section of the State, and the gain in the freight of this road indicated the transformation in a hitherto undeveloped prairie. Hence, every mile extension of railroad into this uncommercial country meant not only added freight to the road, but that much new country had been developed.
 (27) Twelfth Annual Report of the Directors of the G. & C. U. R. R. The panic of 1857 brought a slight decrease, since it reduced prices and caused the farmers to hold their grain for a time.
 (28) Merchandise and lumber, necessities for the building up of a new country, formed the greater part of this westward freight. There were 13,585,860 pounds of merchandise shipped westward over the Galena and Chicago Union Railroad in 1851. In 1854 and 1855 these shipments were respectively 60,832,371 and 117,898,223. Lumber increased from 11,498,187 feet in 1851 to 62,540,090 in 1855. From 1850 to 1856, the tonnage away from the trade center rapidly increased—a characteristic of the commercial movement of a new country. After 1856, the tonnage westward decreased. In 1858 the merchandise had fallen to 101,090,530 pounds, and the lumber to 43,119,430 feet, a decrease of forty-two per cent. In 1860 the total westward tonnage was but 120,904 tons, a sum but little more than one-third that of 1857. The movements in a well established country should bear the relation of about four tons toward market to one in the opposite direction. The freight movements, then, along the G. & C. U. R. R. were in 1860, approaching this relationship, a fact which would indicate that the country through which it ran was approximating the condition of a well developed country.
 (29) The population of Dunleith, which in 1850 was only five persons, increased to seven hundred in 1856. Elleroy, Lena, Scalesmound and Warren, with a population each of twenty-five or less, at the beginning of the period, increased each to a population of from 250 to 350. Freeport, having but 1,400 in 1850, numbered 5,000 inhabitants six years later, or had multiplied its population three and one-half times. Of the towns mentioned, the total population increased in these six years from a little more than two thousand to almost fifteen thousand souls.
 (30) The Illinois Central touched the Galena and Chicago Union Railroad at two points, and by agreement, turned over to the latter road, in 1856, 106,355,200 pounds of freight, and in 1857, 124,743,360 pounds. This freight had a cash value respectively of \$361,088.47 and \$456,657.73. For these two years, the freight which the Chicago, Burlington and Quincy turned over to the Galena and Chicago Union Railroad was respectively 598,139,950 and 592,898,270 pounds.
 (31) History of Stephenson County (1880), p. 272.
 (32) History of DuPage County (1857), p. 169.
 (33) Matson's History of Bureau County (1877), p. 400.
 (34) History of Ogle County (1878), p. 507.
 (35) Gerhard: Illinois As It Is, p. 372-378. These prices are taken from the papers of January, 1856, in various places which, it will be noted, are located at different distances from Chicago and in every part of the section considered:

Market Prices, of Corn, January, 1856

	Shell	34- 35	Ear	35	per 75 lbs.
Aurora	"	42- 44	"	35	" 75 "
Batavia	"	40	"	35	" 70 "
Belvidere	"	55- 60	"	30	
Chicago	"	40	"	30	
Dixon	"	33- 36	"	30-35	
Freeport	"	30 per 60 lbs.	"	30	
Galena	"	40	"	30	
Galesburg	"	37	"	30	
La Salle	"	35	"	30	
Mendota	"	45 per 60 lbs.	"	35	per 70 lbs.
Morris	"	40 per 60 lbs.	"	30	per 60 lbs.
Rockford	"				
Sterling	"				

Market Prices of Wheat, January, 1856

	Winter	150- 60	Spring	125-130
Aurora	"	150- 60	"	135-140
Batavia	"	125	"	112
Belvidere	"	150-170	"	125-150
Chicago	"	145-150	"	120
Dixon	"	135-140	"	115-125
Freeport	"	110-135	"	100-115
Galena	"	100	"	
Galesburg	"	135-140	"	120-125
La Salle	"	125	"	120
Mendota	"	130-135	"	110-120
Morris	"	120-135	"	115-120
Oquawka	"	130-135	"	120-125
Rockford	"	125	"	115-118
Sterling	"			
(36) Gerhard, Illinois As It Is (1856), p. 403.				
(37) Ibid.				
(38) Ibid.				
(39) Ibid.				
(40) History of Ogle County (1878), p. 508.				



CHAPTER IV

RAILROADS IN THE PRAIRIE OF EASTERN ILLINOIS, 1850-1860

In 1850 Congress granted to the State of Illinois more than 2,500,000 acres of land, the money derived from which was to be used in the construction of a north and south line of transportation across the State. A company, independent of the State, yet later the recipient of this grant, was immediately organized and began to build the road known as the Illinois Central. The Chicago branch of this road gave direct overland connection between Chicago and the mouth of the Ohio River, and ran across the central part of the prairie of Eastern Illinois (1) and between the sources of the rivers running on either side, to the Wabash on the one hand and the Illinois River on the other. Through the western part of this same prairie was constructed the main line of the road. Thus, the Illinois Central, which was completed in 1856, gave two lines of communication across this section of the state. The Chicago and Alton, which nearly paralleled the Chicago branch of the Illinois Central, was also built during this period (2). It furnished another north and south route, connected Chicago and Alton, two important commercial centers, and ran through the most southern part of the unopened prairie. The systems now known as the Wabash, St. Louis and Pacific (3), the Rock Island, and the Michigan Central were built at this time. Besides these many railroads running in various directions, the Illinois and Michigan Canal had been constructed, which gave another commercial route and made the territory through which it passed much more valuable. These railroads, together with the canal, furnished a system of communication with a primary commercial center.

No sooner was the Illinois Central Railroad surveyed than new life sprang into existence along the proposed line, and upon the completion of the road the tributary country was

dotted with towns and new farm houses (4). This road at the time of its location passed through "the most sparsely settled portion of the State. At several points it was nearly a day's journey across unbroken prairie from one habitation to another" (5). Southeasterly from Chicago the engineers, in laying out the road, found an almost unbroken wild extending for over 130 miles. Mr. Ackerman, writing of the conditions along the Chicago branch of the Illinois Central, said: "In 1853 we rode for twenty miles on this division without seeing a tree, a house, or any living thing, save an occasional prairie dog" (6). Herds of deer roamed over the prairie. But by 1856 "these immense uncultivated tracts" had been transformed into well cultivated farms which were contributing many million bushels of excellent grain to the general produce of the State (7).

Comparison of the census reports of 1850 and 1860 serves to reveal the extent of the development which the prairie region of Eastern Illinois underwent in this period. In McLean County, for instance, the population almost trebled. Her improved area was but 92,540 acres at the beginning of the period; while in 1860 it was more than three times as great. The value of her farms increased from \$517,169 to \$3,035,168. In 1860 the county produced 84,422 bushels of wheat and 906,186 bushels of corn, as against 27,125 bushels of wheat and 311,115 bushels of corn in 1850. The county revenue, amounting to \$5,923.07 in 1852, was raised to \$15,299.38 in 1853, and by 1857 to \$30,453.15. The historian of McLean County has well said of this period: "Real estate rose rapidly, building went on actively, business revived, markets were brought within reach, lumber was plenty, immigration set in again, and farmers began to venture out upon the ocean of fertile lands that everywhere surrounded the island-like groves" (8). Throughout the county new life was taken on, new energy expended, and large results were obtained.

The town of Bloomington, situated on the Chicago and Alton near the junction with the Illinois Central, had in 1850 a population of but 2,200 (9). At that time the life of the place was quiet, prices for produce were low, and there was but little traffic (10). But when the "steam horse" entered the town new energy was created, "property changed hands,

and log cabins and little frame houses gave place to large and beautiful residences. Flower gardens and tastefully arranged shrubberies were desecrated with the erecting of large blocks of three storied brick stores; and the very earth seemed to tremble with the heavy march of improvement" (11). Bloomington became a thriving commercial center for the surrounding country.

In Livingston County, also, which for the most part remained unsettled until this date, a similar change took place. Nebraska township received its first settler in 1855, while as late as 1853 Odell Township was the home of the deer and the "unscared wolf" (12). The land where the town of Odell now stands was purchased of the government in 1853, and the first grain was shipped from the station in 1855 (13). So sparsely was the whole section settled at that time that "with the exception of a few small and unthrifty villages, there was scarcely a human habitation between Joliet and Bloomington" (14). The whole county of Livingston had in 1850 a population of only 1,552. By 1860 the population had increased to 11,632, the improved farms grew in the same period from 13,334 acres to 110,738, and the total farm value, from \$114,407 to \$3,430,450. In 1850 but 15,517 bushels of wheat were raised, as against 146,037 bushels in 1860, while the increase in corn was from 129,785 to 1,002,300 bushels.

The full opportunities offered by these rich prairies were, however, not yet fully embraced,—due in part to the following reasons: As early as 1852, and before the railroad was built, though its location had been determined, speculators had entered almost all the land and had placed high values upon it (15). Consequently, farms were not immediately enclosed and placed under cultivation. The panic of 1857 followed closely upon the sales that were made, and compelled the surrender of much land which had been purchased for cultivation. It was not, then, until after the results of the panic had passed and the Toledo, Peoria and Warsaw Railroad had begun to offer new advantages, that the most rapid settlement of the county took place.

Grundy and Will, the counties lying immediately north of the area just considered and near Chicago, are crossed by the Des Plaines, the Kankakee, and the Illinois Rivers (16).

Because of these advantages an early development was brought about in Will County and by 1850 it had a population of 16,703 and an improved farm area of 102,578 acres, valued at almost \$2,000,000. In Grundy County, however, other factors entered which retarded development. Though the soil was as rich as that in Will County, only 15,916 acres, or a little more than one-seventh of the improved area of Will County was improved farm land by 1850. This slow development was due to the fact that the Illinois and Michigan Canal Company had possessed itself of the greater portion of the county and held it at such high prices that the land could not be profitably cultivated.

Nevertheless, with the incoming of railroads, these retarding factors were overcome and a great development took place in both counties. By 1860 the population had increased in Will to 29,264, and in Grundy to 10,362 souls—more than three times the population of 1850. Towns sprang up along the railroad, as also along the canal. Spencer and Frankfort were built upon the Michigan Central and New Lenox and Mokena upon the Rock Island. The Chicago and Alton passed through Joliet, Wilmington and Lockport, giving to each a direct route to Chicago, and hence, an impetus to growth (17). Morris, the county seat of Grundy, took on new life because of the canal and the Rock Island Railroad (18). In 1857 this town had a population of 3,500 and shipped 547,466 bushels of corn, 62,862 bushels of wheat, and sold 3,788,464 feet of lumber. The land of Grundy County, too, had then passed from the hands of speculators. In 1859 there was not a section of land owned in Grundy County by the canal company, and even in 1856 there was no state land in either county (19). Almost the entire area had been cut into farms, and by 1860 Grundy had an improved farm area of 132,971, and Will of 243,086 acres. The total farm values were then \$2,573,250 and \$6,824,080 respectively. Will County produced 251,983 bushels of wheat and 1,020,989 of corn; Grundy 54,334 bushels of wheat and 709,895 of corn. At the close of the period these counties were well developed, populous, and wealthy sections of the State.

La Salle County, unlike these other counties, because of its location on the river, had an early development, yet the great

transformation came during the decade just previous to 1860. During those ten years the population increased from 17,815 to 48,272; towns had sprung up on every commercial channel, and the agricultural region was well settled. These towns, too, did a thriving business. Tonica, a village with a population of less than 200, forwarded in 1855 17,734 bushels of wheat and 32,456 of corn. The entire value of freight forwarded for the year was \$8,786.68, while 736,454 feet of lumber were received at the place. Mendota, situated at the junction of the Illinois Central and the Chicago, Burlington & Quincy Railroads, likewise experienced an unprecedented growth. "Nothing was heard but the sound of carpenters' tools, and by the autumn of 1854 the population was nearly 1,000" (20). A trade in lumber was immediately started, which for some years was the most important branch of business in town. Peru, with no considerable population until the building of the canal, numbered in 1858, 4,700 souls. In 1856, exclusive of the grain purchased by the mill, the amount bought directly from the producers was 900,000 bushels (21). La Salle, within a mile of this place, was, in 1858, one of the most important commercial and mining towns on the Illinois River. In the decade the population increased from 200 to 3,500, and the freight shipped from the town was valued at \$43,516.09. Ottawa by 1858 had become a large contributing point to the grain trade of Chicago (22). Throughout the county new commercial stations were created and old ones given a new importance.

This development is to be seen not only in the growth of towns, but also of the country. The tide of prosperity "rapidly settled up the unoccupied prairie in the county and largely added to the improvements of the older settlers. The county assumed the appearance of an old settled region. Comfortable houses and barns sprang up with a rapidity probably unequalled by any other locality. Orchards and cultivated groves transformed the once naked prairie to an abode of comfort and beauty" (23). The area in improved farms increased from 93,098 to 240,463 acres, and in value farms increased from \$1,088,483, to \$7,715,294. The corn yield was 1,305,655 in 1860, as against 637,483 bushels in 1850. La Salle, although one of the older prairie counties, was quickened, given new life, and developed greatly.

Logan, Sangamon, Madison, Macoupin and Montgomery counties lie in the western part of this prairie, and differ from the more inland counties in that they were on the early lines of transportation (the rivers), and consequently received an early settlement. They felt little impetus to growth from the construction of railroads until about 1859, and as a result of these combined conditions made less development between 1850 and 1860 than did the counties lying farther east and at a greater distance from the Illinois and Mississippi rivers (24). The most noticeable thing in Sangamon is that, although the total farm area increased only from 323,272 to 379,512 acres, the advance in value was from \$3,315,513 to \$11,866,486. Macoupin's farm value increased from \$1,679,466 to \$6,481,325, and her production of wheat from 77,022 to 306,670 bushels. Madison, in 1850 the most thickly settled county in this entire prairie section, increased her population about one-third. Her total farm area was increased very little, but the gain in farm value was from \$2,435,154 to \$6,052,957, while Montgomery's gain was from \$660,765 to \$3,336,107. In Logan County the improved farm acreage increased from 46,699 to 191,035 acres, an advance of four hundred per cent. The value of the total farm area at the close of the period, \$4,889,350, was five times the earlier value. These western counties made their greatest increase in improved farm acreage and in farm value. They were settled under the influence of steamboat transportation. When the railroads made profitable the better improvement and cultivation of their farms, new and higher values were given to them.

Although the transformation in these western counties was slight, that in the interior counties was very great (25). The territory of Kankakee, Ford and Douglas counties was not sufficiently settled even in 1850 to warrant organization, yet by 1860 each of these counties had a considerable population (26).

A similar development took place in Christian, Piatt, Macon and Moultrie, the remaining interior counties. Settlement was at first slight, but with the incoming of railroads which offered local markets at Decatur and Springfield, better than the former markets of St. Louis, the hidden resources of the

country became manifest (27). In Macon County, townships without a settler previous to 1850, as was Illini, were thickly settled in 1860. Austin Township, whose first settlement dates no earlier than 1845, had in 1855, one year after the completion of the railroad, less than 300 acres of uncultivated soil (28). In Christian County the same influences were at work building up another portion of this undeveloped prairie. Locust Township had but few settlers before 1850. The vacant lands of Greenwood Township, upon the constructing of the road, were immediately taken up and land prices rose from 75 cents to \$5.00, \$10.00 and \$20.00 per acre. In 1850 Assumption Township was a wild, uninhabited prairie, and, upon the spot now occupied by the flourishing town of Assumption, a boundless waste of country met the vision, where herds of deer and the wily prairie wolf roamed at will. But the construction of the Illinois Central Railroad and the location of Tacusa caused a wonderful change. A thrifty class of immigrants at once came in and the prairie was dotted with farm houses (29).

Portions of Moultrie County entirely unsettled in 1850 were only awaiting the construction of the railroad. After this improvement, farms in these interior counties were enclosed and placed under cultivation, the acreage being sometimes trebled or even quadrupled during the decade (30). The entire interior area, in a state of waste in 1850, was, by 1860, transformed into a well-settled and well-cultivated farming district.

Previous to the construction of railroads, the conquest of new land came not by sweeping in whole territories at once, but by the slow and gradual process known to the early American settler. The frontier line was never fixed and never regular, but it was constantly advancing. Its foremost point was always upon the river, and the small prairies between were later overrun. This was the process of development which the border prairie counties, Coles, Cumberland, Clark and Edgar, were undergoing when the railroads revolutionized this method and threw them open to the vitalizing influences which were transforming the waste prairie into rich, productive farms. Under the former method of settlement these counties had received a considerable development. But

with the new stimulus offered by the railroad transportation, they took on a new growth. In Coles County, land that had been in the market for over thirty years found a ready sale at advanced prices (31). Paris, by furnishing a good grain market, greatly stimulated development in Edgar County. So in each of these periphery prairie counties a considerable development took place in the years immediately preceding 1860.

Many agencies stimulated development in this eastern prairie section. Of this, the Illinois Central was the principal one, yet the Chicago and Alton Railroad and the Illinois and Michigan Canal performed their parts in building up the western portion of the district, as did the Wabash, St. Louis and Pacific in the southern part. Each of these factors contributed its share. But, taken as a whole, the several roads formed one system which gave life to the whole prairie section. During the decade the total increase in population was from 187,062 to 420,989. The total farm acreage was almost doubled, and the improved farm area increased from 1,263,152 to 4,059,288 acres. The total farm value multiplied itself four and a half times, and at the close of the period was \$115,632,711. This transformation was brought about primarily by the railroads which opened up and vitalized the unsettled district.

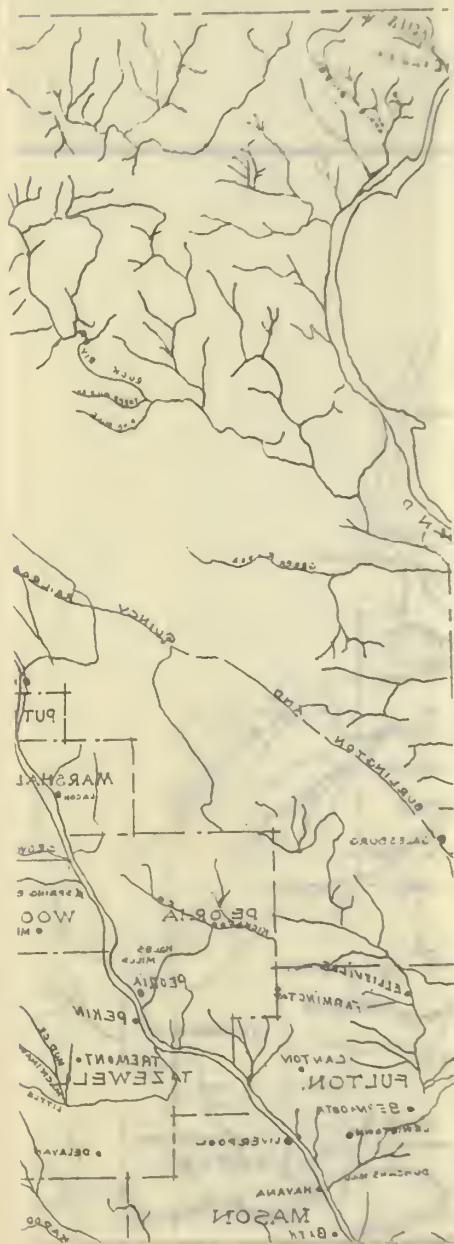
A summary of the above pages compels these conclusions: In 1850, the great prairie of the State lying to the east of the Illinois River, was for the most part undeveloped; and that across this prairie there were no commercial highways. At that time the sparse settlements which had been made upon it were dependent for commercial transportation upon teams traveling over poor unworked roads, and upon the river. Because of this condition, land had little value, toil upon the soil was almost profitless, the life of the agriculturalist was one of uncertainty, and but little was held before him as a reward for his life of hardship and danger. No inducement was offered the foreigner or the restless American to make this area his permanent home. The country was then without commercial highways and hence remained undeveloped. But between 1850 and 1860 railroads were built across this section and transportation throughout the entire area resulted. Each

road had its influence and formed a part of the system which gave to every portion of the district a commercial outlet, and good cash markets for their surplus products. This meant profit to the laborer and inducement to the immigrant. As a result, the entire prairie, for the most part unsettled in 1850, became within a decade a well settled, thoroughly cultivated and highly productive section of the State. These years were the beginning of the railroad era, a period of economic revolution. Formerly, men faced the river, but during this decade they turned and faced the railroad. With back to the river, whose protective banks were no longer the desired places for home-building, the pioneer from this time centered his interests mainly in the vast stretch of prairie lying before him. Timberland, earlier the most prized land, decreased in relative value, while the open prairie was given new and unexpected values. The problem of the prairie had been solved and the waste area of the State was utilized, a fact which brought about a great development of this portion of the State.

NOTES FOR CHAPTER IV

- (1) See Map No. III.
- (2) Brink McDonough & Company, History of Macon County, Illinois (Philadelphia 1880), p. 42.
- (3) The Wabash, St. Louis, and Pacific has had different corporate names. It was first known as the Great Western, then the Toledo, Wabash and Western, and finally, it was given the name under which it is now known.
- (4) Report of the General Superintendent, 1856.
- (5) Fergus. Hist. Series No. XXIII, p. 42.
- (6) Ibid.
- (7) Gerhard, F., Illinois As It Is (Chicago 1857), p. 404.
- (8) Le Baron, Jr. and Co., Wm. History of McLean County, Illinois, Chicago (1879), p. 253.
- (9) Gazetteer of McLean County (1866), gives population of Bloomington, 1611 in 1850 and but 800 in 1845.
- (10) Gazetteer of McLean County (1866), p. 10.
- (11) Ibid. History of McLean County (1879), p. 337.
- (12) History of Livingston County (1878), p. 468.
- (13) History of Livingston County (1878), p. 360.
- (14) History of Livingston County (1878), p. 359.
- (15) Chicago Daily Democrat, Sept. 26, 1851.
- (16) See Map No. III.
- (17) History of Will County (1878), p. 336. The Rock Island Railroad was constructed across them in 1852, and the Chicago and Alton in 1854. The following year the Illinois Central crossed the eastern part of Will, and the Joliet and Northern Indiana Railroad, commonly called the "Cut-Off" and now owned and controlled by the Michigan Central, crossed the county in an east and west direction, giving Joliet, the county seat, connection with the eastern market.
- (18) Curtiss, D. S. Western Portraiture and Emigrants' Guide (New York 1852), p. 67.
- (19) Report of General Assembly, Illinois, 1859, Vol. II, p. 722.
- (20) History of La Salle County (1877), p. 314.
- (21) The amount was less the following year, owing not to lack of production, but to reluctance of the farmers to sell.
- (22) Directory of La Salle County (1858), p. 210.
- (23) Baldwin, Elmer. History of La Salle County (Chicago 1877), p. 212.

- (24) The Illinois Central, which was early constructed, did not pass through these counties. The Chicago and Alton and the Alton & Terre Haute were constructed through them and placed in successful operation only at the close of the period now being considered.
- (25) The "interior counties" are the counties lying to the east of those just considered and farther away from the Illinois and Mississippi rivers.
- (26) Illinois Blue Book, 1905.
- (27) History of Macon County (Philadelphia 1880), p. 42. The Wabash, St. Louis and Pacific and the Illinois Central were both constructed in 1854.
- (28) Ibid., p. 215.
- (29) History of Christian County (Philadelphia 1880), p. 142.
- (30) Combined Histories of Shelby and Moultrie Counties, Illinois (Philadelphia 1881), p. 233.
- (31) History of Coles County, Illinois (Chicago 1879), p. 274.



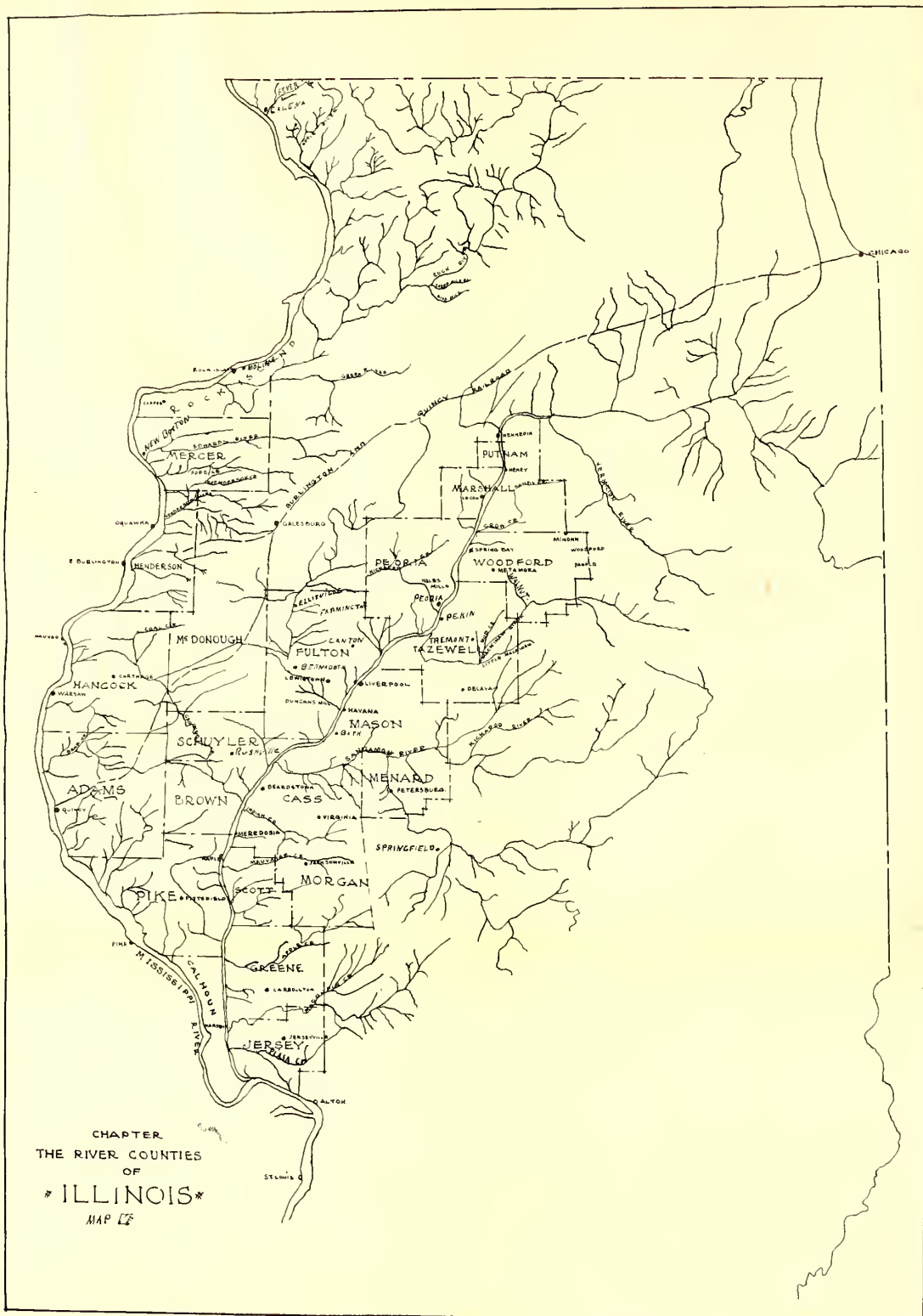
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CHAPTER V

TRANSPORTATION IN THE UPPER ILLINOIS RIVER COUNTIES BEFORE 1860

The counties included in this group are Peoria, Marshall and Woodford (1). The change in the methods of transportation in this area and the influence of transportation agencies upon its development as a whole, can best be shown by a somewhat intensive study of Peoria County as illustrating the history of the entire area. The Village of Peoria on the Illinois River midway between Lake Michigan and the Mississippi, early became a center of American fur trading companies, and for that reason received its first American pioneer at an early time. Settlement, however, was very slow, for by 1832 the town comprised but fifteen or twenty log cabins and two frame houses (2). After about 1835 immigration was stimulated by steam navigation and between that date and 1837 population increased at the rate of one hundred and fifty per cent. per annum, more than during the sixteen years just previous to that period (3).

The surrounding country was also slow in settlement during the early years. In 1821 there was not a white habitation between Peoria and Chicago, and by 1825 the population of the whole north half of the State, including Chicago and Galena, was only 1,286 (4). In 1827 that of the entire county of Peoria was but thirty or forty (5). Two years later the Galena Advertiser said: "He who travels by land, after leaving the little village of Peoria on the Illinois River, passing alternately forests and prairies for the distance of 170 miles, sees no trace of civilization; all is rude and wild and uncultivated, just as nature fashioned it" (6). Soon, however, settlements were started along the Senachwine Creek in what is now Peoria County. The "upper settlement," located west of the present site of Chillicothe and fifteen miles north of



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OF
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MAP 12

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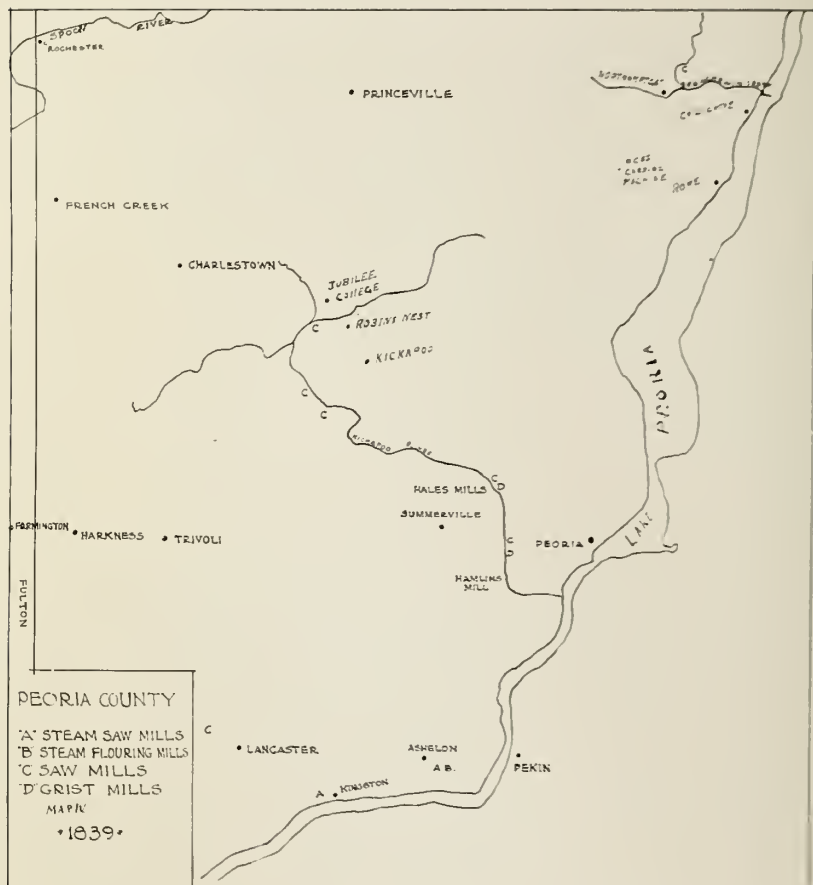
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Peoria, was made in 1824 (7). Medina Township received its first pioneer the same year and Chillicothe in 1829 (8). The valley of the Senachwine Creek was one of the earliest settled portions of Peoria County.

To the west and northwest of Peoria, in what is now Livingstone, Kickapoo and Jubilee townships, rapid settlement began about 1834 (9). At this date Kickapoo received its first settlement, and the year following a pioneer named Hale erected a sawmill on the Kickapoo Creek (10). Around this as a nucleus and along the river banks, the country was rapidly settled, although no part of the land in the Kickapoo Valley was brought into market until the year 1835, and not all of it until 1838; yet by 1839 nearly all that was tillable had been entered, chiefly by actual residents (11). When in 1836 Clark D. Powell made his settlement in the center of this valley, he could not see a cabin, though his view extended for several miles around. Nine months later, within this same radius, some twelve or fourteen houses had arisen; large fields of land had been plowed; fences made and two towns laid off (12). In 1834 or 1835 Mr. Coolidge made a claim thirteen miles northwest of Peoria, when there were not more than four or five families within as many miles of him and probably not one between him and Peoria (13). Within the same extent, there were in 1839 upward of a hundred families. Settlement along the Kickapoo Creek during these few years was very rapid. If one could have taken the road which leaves this valley three miles to the west of Peoria, and leads across the open prairie directly to Farmington, he might have viewed another part of the county. Immigration into this prairie in 1838 was so heavy that the price of improved prairie lands had by that time been raised from \$1.25 to \$5.00 per acre, while near Peoria where the land was more completely settled, it was valued at from \$15.00 to \$25.00 per acre. Thus the prairie lying directly west from Peoria had received more than a sparse settlement before 1838.

The extreme north-western part of Peoria County lies beyond the head waters of the Kickapoo, and between that point and the timber of the Spoon, a river which courses its way for about seven miles across the corner of the county. On this high rolling prairie, though twenty-one miles distant



from Peoria, the Village of Charlestown sprang up. This place was situated on the main traveled road leading from the Illinois River at Peoria to Oquawka on the Mississippi and also on that running from Canton to Galena. Hence it was a central point for travelers going in either direction. Because of these advantages of location this town was started as early as 1836, though the surrounding country was then wholly unsettled. This area, however, was soon developed, and as a result the towns grew very rapidly. Directly south of this place, "Walker's Settlement" was started, in which a large area of land was placed under cultivation, while to the northeast a short distance, near the termination of the Kickapoo timber, many more farms were opened and improved. Thus travel across the prairie and heavy immigration were the reasons for the origin and growth of Charlestown, and also the development of the surrounding prairie.

In 1839 a traveler passing to the northwest of Peoria by the Great Mounds, and over the Knoxville road, might see from each prairie eminence a dozen or sometimes twenty farms, the greater number of which had been improved since 1835 (15). Lumber, for erecting the dwellings and improving these newly enclosed farms, was secured at Prince's sawmill, six miles to the northwest and on the Spoon River. Princeville, located on the county road leading from Peoria and also on the road from Canton to Galena, could give a market for most exports. Cattle and pork were taken from there to Galena; some pork was sent to Peoria and to the populated district of Iowa lying directly to the west. Home consumption, too, created by the needs of the immigrant, gave a market for grain (16). Because of these favorable conditions, settlement in and around Princeville was rapid.

During this early period of settlement, lack of good transportation facilities made the flour and sawmills, and the blacksmith shop necessary institutions. Although there were eleven sawmills in Peoria County in 1839, yet even this number could not supply the demand for lumber, and it was necessary to patronize mills in other counties (17). Blacksmith shops were of little less importance to the pioneer. The work of a blacksmith was a necessity, the location of a shop an essential to every neighborhood, and though there

were very many in the county, farmers would oftentimes have to take their plows twenty-five or thirty miles to have them sharpened and pointed. Because of the absolute necessity of a blacksmith, his first coming into a new settlement was noted in its annals as an important addition and as an agency which would make the settlement more prosperous. In Peoria County a number of these shops were located as soon as the demand called for them. In the southern part, in Trivoli Township, one was set up in 1834 (18). In Chillicothe the first settler was a blacksmith (19). Thus Peoria County was early supplied with the two primary essentials, sawmills and a blacksmith shop.

More important than either the sawmill or the blacksmith shop were the flour mills, since for the pioneer they made sustenance possible. With Cincinnati and St. Louis the nearest markets where flour could be secured, with commerce slow and uncertain, and freight rates high, flour was often scarce and wheat bread a luxury. For, although the price of wheat was often low, flour sold at a high rate (20). This was true because there were not mills enough to grind the wheat. Flour and grist mills were necessary not only to furnish food, but also to provide a market for wheat and corn and a surplus of flour for exportation. This condition made the milling business profitable and brought flour and grist mills to a settlement soon after it was started. The first flour mill in the vicinity of Peoria was erected in 1830 by John Hamlin and John Sharp (21). This mill was three miles west of Peoria on Kickapoo Creek. It had two runs of stones and made about fifty barrels of flour per day. It was one of the best mills in the whole country and made Peoria the milling center for a large tributary area. Wheat was brought from the town of Canton, twenty-five miles, and from places in Fulton, McLean and Tazewell counties. In 1839 there were five flour mills and one grist mill in Peoria County, which gave an added impetus to its development (22).

The milling interests, thus early started, prospered, and exercised an important influence on this and the surrounding counties. Mr. Davis, writing of Hale's Mill in 1838, said: "The increased value it will give to land is not worth mentioning compared with its great public and private influence."

Mills were public benefactions and, being encouraged on every hand, continued to prosper. In 1850 the town of Peoria had flour mills in operation, and the amount of flour exported and used for home consumption was 33,753 barrels, valued at \$151,877.50 (24). Five years later the value of the flour manufactured was estimated at \$650,000. In 1858, with six mills in operation, 38,000 barrels were manufactured. Thus the milling industry continued to grow throughout the period of our study (25).

In Peoria County, then, as we have seen, though pioneers began to build cabins as early as 1819, rapid immigration did not follow until about 1835. Settlements were first made upon the Senachwine and Kickapoo creeks, and along the Spoon and Illinois rivers. In the prairie, farms were first enclosed upon the overland wagon roads. Along these roads, too, many villages were built, such as Charlestown and Princeville. Previous to the use of good transportation facilities, settlement was slow, commerce was light, and pioneer activities centered around the blacksmith shops and the saw and flour mills. But when steamboats began to run regularly on the rivers, these conditions were quickly changed. The river towns became markets for the farmers' produce, more rapid settlement of the country at once followed, and Peoria as the commercial center began a new growth. These early advantages gave the town sufficient importance so that when the railroads were built it was made a railroad center and consequently received a stimulus to further growth. The development of the town and county of Peoria started because they possessed good mill sites, was stimulated by the rise of navigation, and later was given a new impetus by the building of railroads.

Peoria was a typical river county, and for this reason has been studied somewhat in detail. In the remaining counties it will be necessary to trace only the larger relationships, and the dissimilar features of their development. Putnam and Marshall, in 1831, with nearly the whole of Bureau and Stark counties, were placed under the one organization of Putnam County. At that time there had been only a single steamer above Peoria and few pioneers had settled in what now forms Putnam and Marshall counties, the first settler

being Thomas Hartzell, an Indian trader, who settled in Putnam County at the present site of Hennepin in 1816 (26). In 1831 a ferry at that place, previously established by him as a private enterprise, was made a public crossing. As a result, Hennepin became more widely known, and was the center from which later development was directed. Five miles to the east of this place, on the west line of Granville Township, was Union Grove, another early center for the pioneer. In the extreme south-eastern corner of this same township was located Magnolia, the oldest settled point in Putnam. Other places of early settlement in eastern Putnam were Strawn's Prairie, and Ox Bow Prairie. In the western part of the county but few early locations were chosen. Thus in the early period Putnam had only a few neighborhoods or groups of settlements. Steamboats ran only irregularly and there was no common stimulus sufficiently strong to develop the entire county. At a later time, however, the construction of the Bureau Valley Railroad, through the western part of the county, of the Illinois and Michigan Canal through the central part, and of the Illinois Central Railroad not far from the eastern boundary, furnished new commercial advantage, which gave the county a steady development, and transformed it from one having many neighborhoods into one united commercial unit. Thus, during the period between 1850 and 1860, primitive conditions were succeeded by a thriving commercial life, the western part of the county was brought under cultivation (27), Hennepin grew rapidly, and the eastern part of the county became more densely populated (28). The county was small and the population consequently was not large. But the general development throughout the later period was steady and substantial (29).

Marshall County, divided by the Illinois River and lying next south of Putnam, was not set off from Putnam until 1839 (30). This county, like Putnam, but unlike Peoria, had no stimulus common to all its parts during the early period sufficient to give it a uniform development. The portion lying east of the river was settled earlier than that on the west side, and for different reasons. This eastern part, drained by small mill streams and provided with timber and beautiful stretches of prairie, attracted the pioneer at a very early date (31). The later development was stimulated by the

Illinois Central Railroad. The western part of the county received very few early settlers (32). What few did come in depended upon the Peoria and Galena wagon road for a commercial outlet. But the entire western half of the county was not brought under cultivation until after the construction of the Bureau Valley Railroad. The construction of three commercial lines across the county brought the entire area into a well-developed state of cultivation.

The growth of Henry, a small town upon the Illinois River, was at first very slight, there being but five houses erected between 1833 and 1838 (33). The establishment of a blacksmith shop in 1837 and the location of a postoffice in the town gave business and enterprise a small stimulus, but even by 1848 the number of families was only twenty-four. After that time, however, growth was more rapid. Ben Bower and Brothers in that year put up a flour mill, which, besides furnishing flour, gave a market for grain. Soon afterwards the Illinois and Michigan Canal furnished a commercial outlet, and Henry became a grain-buying and shipping center. The first shipment of grain by the canal occurred in 1852. Meanwhile, the town had grown rapidly, and in 1858 was incorporated as a city, having then a population of 1,306. Immediately following this rapid growth, the Bureau Valley Railroad was constructed into the place, giving it an additional impetus.

The history of Lacon, twelve miles south of Henry on the Illinois River, is similar to that of its neighbor (34). A ferry was started in 1832, and the year following Swan and Deming opened the first store. In 1834 there were only four houses, but by 1838 there were fifty-five or sixty houses and a population of three hundred (35). Previous to this date highways had been surveyed east toward Metamora, and to Caledonia on the way to Hennepin; and westward to the intersection of the Peoria and Galena road. Flour and grist mills, too, had been erected and were doing a good business. The success of these mills and the general development of the town encouraged the erection of the Phoenix and the Model Mill, each at a cost of \$42,000. These mills made the town an important grain and milling center for an area extending many miles in all directions.

Other milling interests also sprang into importance and prospered during these years. A substantial steam sawmill was put in operation in 1836 by Barrows and Case. The Peoria Register and North-Western Gazetteer said of it: "The steam sawmill cuts 1,500 feet of lumber per day and has manufactured during the past year 300,000 feet of lumber" (36). A second sawmill was built in 1838 by Dennis Barney, who also erected at the same time a wool-carding and fulling machine. Farmers had begun early to raise sheep, and with the building of the wool-carding mill a new impetus was given the industry. This modest venture grew in a short time to a first-class carding and wool-dressing mill, 45 by 46 feet, three stories high (37). During the early period the sawmills and wool-carding and fulling machines added to the city's industries, and supplied the needs of the country's development.

But of still greater importance than the milling industries was the pork-packing business. The first pork packing in Lacon was done in 1837 by Fenn, Howe and Company. Soon afterwards, Swan went into the business, cutting up in 1839 3,000 hogs (38). The following year Job Fisher concentrated his entire packing business at Lacon, and by 1849-50 the undertaking had so prospered as to warrant the expenditure of \$10,000 in the erection of a large brick packing house, which was then the most complete of its kind in the West. The number of hogs packed varied from 750 (the number packed the first year) to 11,000, and the amount annually paid out varied from \$50,000 to \$300,000 (39). "It was no unusual thing for steamers to take on an entire cargo of pork and its products and proceed to New Orleans without breaking bulk. It [this industry] furnished a market for all the surrounding country, and hogs were driven here from territory now covered by eleven counties. * * * The rapid development of the country and the competence that many men enjoy today is due to this firm. They made a market for hogs when there was none other between Chicago and St. Louis and paid good money when most needed" (40). The pork-packing industry stimulated growth in Lacon and the surrounding country.

As the steamboat was stimulating the development of Lacon and Henry and the surrounding country in the period between 1835 and 1850, so between 1850 and 1860 the railroad and the

Illinois and Michigan Canal transformed the entire county into a wealthy and populous district. In 1850 the population of Marshall was 5,180, which increased during the next ten years to 13,437 (41). The improved farm area at this latter date was almost five times the unimproved area, there being 132,746 acres of the former and but 26,840 acres of the latter. The total farm value in 1860 was \$4,238,975, as against \$820,834 in 1850. The development in the county due to these later forces was very great in the decade between 1850 and 1860, and gave to Marshall County a goodly prosperity.

Woodford County lying next south of Marshall and entirely on the east side of the Illinois River, is drained by a number of small streams. Richland, Partridge, Ten Mile and Blue creeks are short and empty into the Illinois. Walnut Creek and Mackinaw River drain the southern part of the county. This latter stream rises to the east of Woodford, flows south-westerly across the corner of the county, entirely through Tazewell County, and into the Illinois River. Near its head waters the Vermilion rises and flows northward into the Illinois. With relation to these rivers, Woodford County forms the watershed. The western part is wooded by the timber of the Illinois, the southern by that of the Mackinaw, while the northern and eastern parts are prairie, the waters from which flow toward three water systems. This geographic position of the county has, in a large measure, determined its history.

The earliest settlements were along Panther Creek in the south-eastern part of the county, and in the western portion along Walnut and Partridge creeks. These different places continued to grow until in 1841 the population was sufficient to warrant the separate organization of the county. At this time Versailles, in Olive Township, was made the county seat. This fact, together with the location of the Lexington and Peoria State road through the same township gave to Versailles and the surrounding country a considerable importance (42). The few years following this period carried the town to its zenith of power. Bowling Green, to the east in Palatine Township, was also reaping the benefits of these advantages, and was for a time very prosperous. The building of the Toledo, Peoria & Warsaw Railroad, however, relegated this wagon road to an unimportant place, and as a result Ver-

sailles and Bowling Green rapidly declined, and Eureka, on the railroad, began its commercial growth (43).

In the western part of the county, Spring Bay and Metamora were early started. But their development was slow until the rise of steam navigation upon the river. Metamora, though an inland town, enjoyed some of the advantages of river transportation, and because of that fact was enabled to do an extensive business and outstrip the other inland markets (44). Spring Bay began an unusual growth about 1843. In that year Munn and Scott started in the grain business at this place. The following year, 1844, they erected a grain warehouse, with a capacity of 8,000 to 10,000 bushels. Two others were soon erected, and Spring Bay became a grain center for a large area of country. During the next twenty years the grain trade at Spring Bay equalled that at any other point on the Illinois River. Nearly the whole county hauled grain to that place, and a hundred wagons on the street in one day was a common occurrence. "The amount of grain shipped from this point before the era of railroads was truly wonderful, and more than one handsome little fortune was made in this unpretending village" (45). Spring Bay was a strong business point almost the equal of Peoria and Pekin in energy and amount of business. "It was," said the county historian in 1875, "a shipping point of importance, with one of the best steamboat landings on the Illinois River. * * * But times with it have likewise changed; its stores and business houses are closed up, its business is dead and everything around it speaks of decay" (46). In the early struggle steam navigation won for Spring Bay the supremacy over its rivals. With the decline of river navigation and the rise of railroads, this supremacy was in turn given to other points. The town arose and declined with the rise and decline of the commercial channel upon which it was started.

In the southern and western portions of Woodford County early commercial routes gave prominence to early towns. The change of routes brought about their decline, and the building of new towns in their stead. The north-eastern part of the county, which had no commercial outlets, remained undeveloped, and only upon the construction of the Illinois Central was this area placed under cultivation. The con-

struction of this road furnished a common stimulus for the development of the entire eastern part of the county. The greater part of Roanoke Township was in its natural state in 1850 (47). "Not a house, fence, or tree could be seen north, west or south; there were but five or six cabins only, in the whole township" (48), yet by 1855 her population was about 200. Along Panther Creek in Greene township there were in 1840 only twelve families, and settlement was slow until 1850. But in 1855, when the township was organized, there was a population of about 240. The first settlement in Minonk was not made until 1854, and in 1855 Panola and Minonk, together with seventy-two square miles, had but fifty inhabitants (49). Yet two years later when organization was given to the township, and after the railroad had been built, Minonk had a population of more than a hundred and Panola of about two hundred and fifty. Linn and Clayton have a history almost identical with each other and similar to that of these other and more eastern townships. Linn received its second settler in 1844. But few others came until the first activity along the railroad began. Then population increased, and by 1855 there were 150 inhabitants in the township. Clayton's population was but half that number. By 1860 these six townships had increased their total population to 3,644. Because of the lack of commercial outlets the country was almost valueless; but by the construction of a railroad great development immediately followed. The proximity to market gave value and development to the formerly open prairie, and caused a transfer of commercial and agricultural activity from near the rivers to near the railroads.

Viewing the section as a whole, few settlements were made before 1820, though in general development was earlier than in the more distant prairie. Steam navigation above Peoria was of little early importance and consequently stimulated the early settlement of this country but slightly. This area, too, was removed from the older and southern part of the State and was for that reason slow in developing. During the early period of settlement the pioneers centered their activities around the blacksmith shops and the saw and flour mills. This was the result of poor transportation facilities which made necessary these small industrial institutions. Early markets grew up because they were on overland roads,

and lost their importance with the decline of those lines. In Woodford County the ascendancy of Versailles and Bowling Green in commercial affairs was lost when the railroads relegated to an unimportant place the transportation line upon which they were situated—the Lexington and Peoria State Road. Like these towns, Spring Bay arose and fell with the rise and decline of the transportation agency serving it. Poor transportation facilities retarded the early settlement; steam navigation stimulated more rapid growth and built up a few thriving commercial stations. Railroads brought the hitherto undeveloped sections under cultivation, built up new business centers, and supplanted in importance all other commercial highways. Transportation in the upper Illinois River counties influenced the history of that entire section.

NOTES FOR CHAPTER V

- (1) See Map of River Counties.
- (2) The site of Peoria had been selected as the seat of an Indian village and later of a French town. Yet, although the point was well known when Americans first came into this area, nevertheless, development was slow. Ballance, C. *The History of Peoria, Illinois* (Peoria, Illinois 1870), p. 40; Schoolcraft, Henry R. *Travels in the Central Portions of the Mississippi Valley* (New York 1825), p. 307; *History of Peoria County, Illinois*, p. 449.
- (3) *Peoria Register and North-Western Gazetteer*, April 1, 1837, gives the following data on the Population of Peoria: Jan. 1835, 418; July 1835, 550; October 1835, 811; Jan. 1837, 1,658.
- (4) Schoolcraft's *Travels*, p. 316.
- (5) Chicago Historical Manuscript, Vol. 17, Jos. M. Street, to Ninian Edwards.
- (6) *Galena Advertiser*, Oct. 5, 1829.
- (7) *History of Peoria County* (1880), p. 284.
- (8) *History of Peoria County* (1880), p. 606.
- (9) In the township histories, it is noted that with two or three exceptions the first settlements were not made until the early 30's indicating that settlement of the county in general did not begin until about that date.
- (10) *History of Peoria County* (1880), p. 598.
- (11) *Peoria Reg. & N.-W. Gaz.* Aug. 24, 1839.
- (12) *Ibid.*, April 1, 1837.
- (13) *Ibid.*, Sept. 14, 1839.
- (14) *Ibid.*, July 25, 1838. *Ibid.*, May 26, 1838. *Ibid.*, June 15, 1839.
- (15) *Peoria Reg. and N.-W. Gazetteer*, May 11, 1839.
- (16) *Ibid.*, July 27, 1839. Corn in April 1839 was worth 20 to 25 cents at Princeville; potatoes 25 to 37; and oats 31 to 37 cents.
- (17) *Ibid.*, Apr. 13, 1839. *History of Peoria County* (1880), p. 598, p. 592.
- (18) *History of Peoria County* (1880), p. 617.
- (19) *Ibid.*, p. 578.
- (20) *Ibid.*, p. 451. *Peoria Reg. and N.-W. Gaz.* 6/9/'38; *Ibid.*, 8/29/'39. The price of flour fluctuated from a very low to a very high rate. In wet years when river transportation was good and also when mills could run on even the smallest streams, prices were low. But in a dry year when many mills were compelled to shut down for lack of power and when transportation was difficult, prices were forced to a high rate. The Hamlin Mill, located near Peoria, often shipped flour to St. Louis and received less than \$1.50 per barrel. Yet in 1839 flour sold at Hale's mill (also near Peoria) for \$7. even though wheat was then worth but 50 cents per bushel.
- (21) *History of Peoria County* (1880), p. 451.
- (22) *Peoria Register and N.-W. Gaz.* Aug. 24, 1838.
- (23) *Peoria Register and N.-W. Gaz.* June 9, 1838.
- (24) *History of Peoria County* (1880), p. 452.

- (25) History of Peoria County (1880), p. 452. The milling industry of Peoria began to decline about 1870.
- (26) Ellsworth's Putnam and Marshall, p. 137.
- (27) Eighth Census. (Population), p. 99.
- (28) Regan's Emigrants' Guide, p. 332.
- (29) Seventh Census (Population), 1850, 3,924. Eighth Census (Population), 1860, 5,587. Eighth Census (Agriculture), p. 34. Improved farms 50,038 acres; unimproved farms, 20,019 acres; cash value of farms, \$1,882,336.
- (30) Historic Encyclopedia, p. 353.
- (31) Ellsworth's Putnam and Marshall, p. 442. Belle Plaine township is watered by Crow Creek and Martin's Branch and has Hollenbeck Grove, Wildcat Grove, Four Mile Grove, and also Martin's Point, which places were all attractive to the early settlers. Robert Township was watered by Sandy Creek with the Little Sandy and its tributaries coming in from the north; and from the south the branches of Shaw, Myer, and Gaylord. Because of the streams this township also was settled very early.
- (32) Ibid., p. 434. Evans and Bennington Townships were not placed under cultivation until after the establishment of Rutland, a station upon the Illinois Central.
- (33) Peoria Register and North-Western Gazetteer, Sept. 22, 1838.
- (34) Lacon was first known as Strawn's Landing. In 1831, when the town was laid out it took the name "Columbia." In 1836 the name "Lacon" was given to the town.
- (35) Peoria Register and N.-W. Gaz., 9/22/1838; 5/26/1838.
- (36) Peoria Reg. & N.-W. Gaz., 5/26/1838; Ellsworth's Putnam & Marshall, p. 333.
- (37) Ellsworth's Putnam and Marshall, p. 333.
- (38) Ellsworth's Putnam and Marshall, p. 535.
- (39) Hogs packed in Lacon in 1849, 10,000; Prairie Farmer IX, 199; 1850, Prairie Farmer X, 166, 11,500; Regan's Emigrants' Guide, p. 332, 1851, 13,500; 1852, 9,500.
- (40) Ellsworth's Putnam and Marshall, p. 336.
- (41) Census reports for the respective years.
- (42) History of Woodford County (1878), p. 322.
- (43) Ibid., p. 445.
- (44) History of Woodford County, p. 288. Peter H. Willard, who ran a store and grain buying business in Metamora, was a partner with Munn and Scott, the grain dealers of Spring Bay.
- (45) Ibid., p. 306.
- (46) Ibid., p. 248.
- (47) Ibid., p. 334.
- (48) Ibid., p. 340.
- (49) Ibid., p. 400.

CHAPTER VI

TRANSPORTATION IN THE LOWER ILLINOIS AND MISSISSIPPI RIVER COUNTIES PREVIOUS TO 1860

In the lands along the lower Illinois and Mississippi rivers, settlement began earlier than in either the prairie or the upper river counties. Soon after 1800 some settlers came to this lower country, but before about 1835 there was no means of transportation other than by wagons across the unbroken prairie and by floating on rafts and piroques down the shallow rivers, consequently life was very simple and remained so until steamboats began to run regularly on the rivers. During this distinctively frontier period when easy connections with the outside world were impossible, commerce of necessity was very light. The immediate problem for the pioneer was to eke out a mere existence, and in doing so almost everything needful was secured by some means in the community.

The nature of this life, and the kind of institutions which were needed to supply its wants can be seen from a study of the early activities and institutions of Fulton County. In an earlier chapter the influence of these industrial beginnings in Peoria County has been shown. But in this lower region where the pioneer life covered a longer period than in the upper river counties, they played a still greater part in the development of the country. The flour and grist mill seem to have had a very important place in the life of that period. The first device of any kind which was used for cracking or grinding grain was the mortar or tin grater (1). Then the hand mill was introduced, which was a great improvement over the former method (2). This in time gave way to the band mill and mills propelled by horse and water power (3). With the coming of these conveniences the necessities of life were more easily secured, a fact which gave an

added impetus to immigration. So important was the establishment of these mills considered, that by the right of "*ad quod damnum*" they could be placed upon any man's land (4). This encouragement and the many seats which the rivers and creeks offered brought about the establishment in a few years of many, both saw and grist mills, the most important of which were at Ellisville and at Bernadotte (5). In Joshua Township there was still another mill which did more than a local business (6). Mr. Duncan, too, built an early grist mill of sufficient importance to give its name to a town which grew up around it (7). Thus, during the period of settlement in Fulton County flour mills were an essential to the sustenance of the pioneers already settled, a stimulus to further immigration, and in many cases the specific reason for the definite location and building up of towns.

The conditions which gave the flour mills their importance also made necessary other primitive institutions and methods for securing a livelihood. The blacksmith shop was an absolute essential and was patronized even though sometimes it was necessary to go fifteen or twenty miles (8). Food was scarce and clothing was made from the dressed skins of wild animals. There were not enough sawmills to supply the demand placed upon them. Coffins, even, were made of logs in which a receptacle for the body was hollowed out. There was very little buying and selling, for money was scarce. Trade consisted mostly in the exchange of one article for another (9). Occasionally a "farmer would load a flat boat with beeswax, honey, tallow, and peltries, with perhaps a few bushels of wheat or corn," and float it down the Illinois River to St. Louis (10). Here he found a market in which he exchanged his goods for groceries. A little later, when stores were established within these neighborhoods, goods were always sold on twelve months' time and payment made with the proceeds of the farm. When the crops were sold and the merchants satisfied, the surplus was paid out in orders on the stores to laboring men and other creditors. Such was the primitive life in Fulton County previous to and during part of the steamboat era.

The very conditions of this early life caused all activity to center near the river. The flour mills were generally pro-

pelled by water power, and the sawmills were of course in the midst of the timbers, and for that reason they, too, were along the rivers. Added to these facts was the natural preference of the frontiersman for the timber land. He chose to make his "clearing" and plow among the stumps rather than to venture out into the open prairie. This preference, however, was not founded entirely upon prejudice. The agricultural implements of the time were not suited to break and cultivate the prairie. It was next to impossible to turn over the tangled heavy prairie sods, or with that done, to plant and care for a crop. For all these reasons the main neighborhoods and towns were located near the rivers; Bernadotte, Ellisville, and Lewistown were all on or near Spoon River, Canton was near Big Creek, while Liverpool was on the Illinois River.

These towns, started because they were near mill sites, received a new impetus to growth when steamboats began to run. Although growth was slow previous to 1835, these new stimuli greatly increased their population and commerce (11). This back country was then for the first time made easily accessible to the outside world. Immigrants, consequently, began to pour in. New settlements were made and the towns developed rapidly. By 1839 Lewistown had fifty houses, four stores, and two taverns. Canton likewise took on new life and by 1837 had a population of 200 or 225, which was increased in 1838 to two hundred houses and a population of 780. In the number and variety of its mechanics, Canton then probably excelled any other town in the Military Tract save, perhaps, Quincy (12).

Other towns were started and incorporated at this time. Bernadotte was laid out in 1836, and before two years had passed the population increased to 150 or 200 inhabitants. Farmington, in 1835, had two frame houses and one log cabin, but during the following year eighteen houses were erected, and by 1839 the town had a population of 250 (13). Directly east of this place and on the Peoria Road there were, in 1838, twelve or fifteen houses where there had been but one eighteen months before. Ellisville, platted in 1836, had within two years from that time, five stores and a population of 130.

Fairview likewise received a considerable influx of immigration at this period.

In other and surrounding counties similar forces were at work. In the settlement of Tazewell immigrants would come by boat as far as Peoria, the head of navigation, and seek homes near the splendid mill sites which that county possesses, or if coming in schooners, would settle on the prairie of Tazewell rather than search for better locations. While this county was thus being quite thickly populated, Menard received but few pioneers and Mason was scarcely settled at all. In 1837 the entire northern part of Mason County had but twelve voters (14). This was due in a large measure to the fact that the county was low, wet and marshy, and was considered an unhealthy waste area. But the significant thing in the history of these counties is that previous to the running of steamboats, what settlements were made were at mill sites or in the timbers along the smaller streams. In this way grew up Salem, Indian Point, Concord Neighborhood, Clary's Grove, and Baker's Settlement in Menard County (15), Tremont and many smaller towns in Tazewell, and later Havana and Bath in Mason County.

With the rise of steamboat navigation, however, Pekin on the Illinois River gained the ascendancy over all these other points and became the supply station for a section of country which extended out about seventy miles from a north-eastern to a southern direction. One authority, writing from Pekin in 1838, said: "The amount of business done by our forwarding and commission merchants is very great. Two large warehouses are constantly filled with goods. During a residence in this town of nearly two years we have known but one instance of a steamboat passing up and down the river without depositing freight at the wharf. There are seven dry goods stores, one wholesale grocery and liquor store, and two houses for slaughtering and packing pork" (16). This latter industry gave to the towns of the tributary country more business, probably, than any other one interest. The Tazewell Mirror of 1849 said: "Our slaughtering establishments are crowded with fat hogs and the packing houses have all they can do" (17). In that year Pekin slaughtered 30,000 hogs (18). Thus in this group of counties early settlement

was slow, small villages grew up, but none of them gained any importance until steamboats began to visit the port of Pekin. From that time Pekin outstripped its competitors, built large warehouses and industrial establishments and became the commercial center for the entire area.

In the settlement of Schuyler and Brown on the west, and of Cass, Morgan and Scott on the east side of the Illinois River, three towns sprang up, the history of which is typical of the general development of the surrounding area. Schuyler and Brown began settlement about 1823, and since their location was favorable, immigration was heavy (19). The thickly populated counties of Adams and Hancock bordered them upon the west and along their eastern border coursed the waters of the Illinois. Because of this general location, Rushville, the county seat of Schuyler, grew very rapidly. It was started in 1827, and immediately became the distributing point for immigrants who desired to settle in the northern and western parts of the county. In 1830 this town had a dozen houses, and by 1837 there were more than 400 and a population of 1,200 (20). At that time Rushville was "the largest inland town in this Military Tract", and the commercial center for the rapidly developing counties of Schuyler and Brown (21).

On the other side of the Illinois River, Jacksonville, the seat of government of what is now Morgan County, gained considerable importance during this early period. It was laid out in 1824 and by 1830 the population was more than 400 (22). Four years later the town had a population of 1800, and the number of houses had greatly increased. This rapid development was due to its location with relation to the main routes of travel. The country to the east, south and southwest of Jacksonville was at that time well settled and roads leading from this area to the country north and northwest, then rapidly settling up, naturally centered at Jacksonville, and made it the point of distribution throughout the period of settlement. This factor was all the more important in the building of Jacksonville, since immigrants who settled in this area directly to the north came for the most part in prairie schooners rather than by the river.

But with the rise of river navigation, and with the country

partly settled, conditions were changed. Overland routes gave way to the river as a highway of travel; the prairie schooner was replaced by the "floating palace"; and the points upon the river which could give better markets than the inland towns surpassed in importance all other places. Typical of this transformation is the growth of Beardstown and the consequent relegation of the former towns of importance to a secondary position. The first settler of Beardstown came to that place very early, but the town was not laid out until 1829 (23), and its existence was not then known in all parts of the State (24). Steamboats, however, had begun to visit the place in 1828 and the town soon began to grow. By 1837 three additions had been made to the town, which was then widely known as a commercial point (25). Even by 1833 it had become the center from which "most towns in the interior of the State got their supplies of goods and from which their produce was shipped to market" (26). More business was done there in 1834 than in any other place in the State (27). Two steam flouring mills, a grist mill, a steam sawmill, a brewery, and a distillery, besides many warehouses and storehouses, were at that time either in operation or being built. Many steamboats were then constantly employed in the Beardstown trade. In this year, 1836, 450 arrivals and departures were made from her port (28), and by 1837 she had become the largest pork market in the State (29). From that time throughout the period of steam navigation on the rivers, this town did such a heavy export and import business that there was almost a continuous line of teams hauling to and from the interior towns (30). It had won the commercial supremacy over all competing inland towns.

In the remaining counties of this lower river section but few contrasts can be made between the river and prairie sections, for the counties are small and there may be said to be neither an inland area nor inland towns in distinction from the river towns. Rather the method of study will be to show the rate of development and the influences of transportation facilities.

Along the Macoupin and Piassa creeks, in what is now Jersey and Greene counties, settlements were made as early

as 1815. With the signing of the treaty of Edwardsville in 1818, by which the Indians relinquished their claim to the territory of these counties, immigration became heavy and the population rapidly increased. In this same year, when Mr. Thomas, the first settler of Greene County, located not far from Piassa Creek, the prairie for a circuit of fifteen miles to the north, east and west of him was solitary and trackless (31). But by 1820 almost every township within both Greene and Jersey had received some pioneers (32). In 1830 the population of these counties was 7,674, which was increased by 1835 to 12,174, and by 1840 to 16,464 (33). The period of settlement for these river counties was during the early years of steam navigation. Population increased more rapidly between 1830 and 1840 than during any other decade. Between 1850 and 1860, however, when railroads crossed the counties, large additions were made to their population.

Pike and Calhoun, the only two counties lying between and touching both the Illinois and the Mississippi, were low marshes, and, though receiving early settlers, did not for some time reach a high degree of development. Pike was the first county organized in the Military Tract, and though it then included the greater part of northern Illinois, what is the Pike County of today was the center of life and activity of the entire region. The first permanent settlement was made in 1820; the first store was opened in 1826. During these years, when merchandise had to be secured at St. Louis and New Orleans, life was hard, suffering was occasioned by the want of food, and settlement was slow (34). Not until 1826 did these pioneers raise their first wheat and grind it into flour, and three more years passed before the first mill was erected. Calhoun County was likewise but little settled during this period. The population was unstable, owing to the fact that most of Calhoun's early settlers were in the lumber business (35). In 1830 her population was small, and the number increased but little during the next five years. Pike settled more rapidly and continued throughout the period to increase its population and development (36). The great increase was in the first decade after the rise of steam navigation as the chief agency in transportation. Calhoun County's greatest gain, too, was in the latter half of the same

decade, the population increasing from 1,091 in 1835 to 1,741 in 1840. Her population in 1860 was only 5,144. The greatest pre-railroad development there was during the decade between 1830 and 1840. Railroads, however, gave a new development just previous to 1860.

Adams and Hancock counties, lying just above Pike and on the Mississippi River, are about midway between the northern and southern boundaries of the State. They are drained by a number of short rivers flowing into the Mississippi, and by the branches of Crooked and Walnut creeks flowing into the Illinois. The timber lands, being along the main rivers, were mostly in the western part, where settlement first began. In the extreme eastern part, along the smaller creeks, only sparse settlements were made. The prairies between were not claimed till a late date. Settlement began about 1820, but was very slow until 1834 or 1835. This slow development was caused in part by inefficient means of transportation and poor trading facilities and, in part, because much of the land had been granted to soldiers and was not subject to entry. In Adams County the main settled sections previous to 1834 were along Bear and Rock creeks. Very few came to the outlying territory of Quincy, possibly, because the land was considered unhealthy (38). To the north, certainly, the land was low, swampy, and unfit for cultivation, but to the south was a fine farming area extending for a distance of many miles (39). This land, owned by non-residents, was not settled until a later date (40). After 1835, however, and in spite of these conditions, immigration poured into the county. Between 1830 and 1860 the population increased from 2,186 to 41,323 (41). Unlike that of most river counties, the main development was not made in one decade. The growth beginning in 1835 was continued steadily throughout the period.

A study of the commercial movements gives the explanation for this development. Previous to 1827, when the first store in Adams County was established, trade consisted merely in neighborhood exchanges (42). With the founding of Quincy that place soon became the mart for a large area. Its growth was slow during the first two or three years, but the population and commerce of the place steadily increased

(43). In 1831 flour and bacon were imported, but within less than five years these same articles were being exported (44). The number of stores, too, had increased and vessels were running regularly from the port of Quincy (45). Food products were not imported at heavy expense, but were secured in the home market (46). Money was no longer sent out of the county, but was brought in in payment for goods exported. This period marked a new era for Quincy, which grew more rapidly than any other town in the State, with possibly the exception of Chicago (47). The impetus given to the town and its commerce by river navigation was maintained until the construction of railroads gave a new energy to its growth. Quincy has always been a center of the principal commercial highways—first of the river and then of the railroad (48). As a result, its growth and the development of the surrounding country have been steady and substantial.

Two-thirds of Hancock County is prairie land (49). The timber is in the western part along the Mississippi River, and in the southern and eastern part along the branches of Crooked and Bear creeks. The first settlements were in the western portion of the county. The early voting places indicate that the centers of early population were at the headwaters of Bear Creek near the line of Adams County, at Fort Edwards near the mouth of Edwards River, and at the little village of Venus, the head of the rapids (50). There were but two residents on Crooked Creek in 1830. Although the Black Hawk War retarded settlement, the population increased between 1830 and 1835 from 438 to 3,249 (51). These pioneers had located near the river, for as late as 1837 there were probably not more than a hundred improvements in all the prairie a mile distant from the timber (52). The county historian, writing in 1880, pointed out the distinct differences between the two divisions of the county which existed at that time and which were due to the early settlement. In the western half there were but few early settlers still remaining, for the first pioneers had come, lived along the river working at river trades, and had later "pulled stakes." On the eastern or prairie side settlers came later, but remained, and as a result the eastern half had a large proportion of settlers who had come to the county previous to 1840 (53).

Henderson, Mercer and Rock Island are the remaining counties in this division. For the most part they are drained by small streams running into the Mississippi. The main rivers of Henderson and Mercer counties are the Pope, the Edwards, and the Henderson. The first settlement made was in the vicinity of New Boston. In 1827 the Denison family came to this point to supply the boats with fuel (54). The next settlement was ten miles up Edwards River, at a point then known as Sugar Grove. Farther up this same river a third settlement was started. This was at Farlow's Grove and was known as "Richland Settlement." As with Edwards River, so settlements were extended along Pope Creek and North Henderson. Mercer had previously been started and was located on the Mississippi about fourteen miles from New Boston. It admitted of convenient access to the timber, stone, and coal along both the Pope and the Edwards and their branches. It was also on the direct route from New Boston to Hennepin and from Oquawka to Rock Island. The two places, New Boston and Mercer, were the only towns of Mercer County and furnished the only market for its exports and imports. After the Black Hawk War immigration was rapid, and by 1840 the population of Mercer County was 2,352. This was increased in 1845 to 4,297, and in 1850 to 5,246. The great change came during the next decade, the population in 1860 being 15,042. Mercer County was organized in 1835, but because there were no large ports the county developed slowly until the railroad era.

Henderson County was not organized until 1841. Previous to this date, Oquawka, the principal landing for some distance either up or down the river, had become the entrepot for regions beyond the borders of Henderson County. Much of the shipping from Mercer and the inland counties was done from this port until the construction of railroads (55). The general development of this country, stimulated by water and later by rail traffic, was steady throughout the period. Rock Island County, the head of Indian activities previous to and during the Black Hawk War, received but little development before that time. On the north side of Rock River there was in 1833 only one house, and on the south side, on the broad smooth prairies sweeping around the Rock River

to the present site of Moline, only a few farm houses could be seen, and they were located in the far distant hills (56). Stephenson, an early town on the present site of Rock Island, was not laid out until 1835 (57). As a whole, the county settled rapidly after 1836. Besides the stimulus which river navigation gave to the town, it had a United States fort which gave publicity. For years the fort had been known and used as one of the guiding points for travelers passing from the Sangamon District to the lead region at Galena (58). There was, too, at this place a good landing, which furnished a market and consequently made the town a point of exchange for the products and merchandise of the rich and well-settled Rock River Valley (59). The railroad added, in later years, to the advantages given by these early conditions and Rock Island County continued a steady development from 1835 to 1860. The greatest increase in population was during the last decade, but growth throughout the period was steady and substantial (60).

Thus the territory along the lower Illinois and the Mississippi rivers began development earlier than either the prairie or the upper Illinois River counties, and consequently the period of settlement was longer than in either of the other sections. During the early years pioneers located not necessarily close to a market, but where sustenance could most easily be secured. Towns, as Duncan, Ellisville and Lewistown, sprang up near mill sites; or, as Jacksonville and Rushville, because their location on overland roads made them convenient points of distribution for immigrants. The use of steamboats on the river, however, changed the economic emphasis and instead of mere sustenance the hope of reward became the dominating thought of the pioneer. The river towns, because of their position, were enabled to give good prices for the exports which the farmers desired to sell, and could bring imports into the country more cheaply than could towns located on any other transportation line. They thus became distributing points for the entire inland country. Pekin, Beardstown, Quincy, and Oquawka were the most important of these towns, and during the steamboat era did a heavy commercial and industrial business, which stimulated development throughout the entire section. Thus in the lower

Illinois and the Mississippi River counties, lack of efficient transportation facilities made mere existence the dominant question, and the places where sustenance might be secured—mill sites—the most attractive places for the pioneer. Steam navigation later gave the river points a new significance and hastened development in the tributary country. Railroads stimulated an ever greater development in the territory as a whole, and made the towns upon them the commercial centers of the district.

NOTES FOR CHAPTER VI

(1) For a description of the various mills used, see the following references: *History of Schuyler and Brown* (1882), p. 61; *History of Cass County* (1882), p. 157; Swan, Alonzo M., *Canton, Its Pioneers and History* (Canton, Illinois 1871), p. 15. "These 'graters' were perforated sheets of tin bowed out to a board so that the shape was similar to half of a section of a stove pipe; the rough edges of the perforated tin would tear the grains of corn, when it was rubbed briskly over its surface, and by an hour's hard labor, meal enough for a small cake could be manufactured." Perryman, E. M. *Pioneer Life in Illinois*, p. 53; (Pana, Ill. 1907). "They would cut down a pretty large oak tree and saw off a block about three feet long, square both ends, set it upon end, build a hot fire in the middle of the upper end, and watch it to keep it from burning too far out, and by burning two or three days, would get a hole burned out in the shape of a basin; then hang a heavy maul to a spring pole, so that the spring pole would greatly raise the maul; then shell some corn and put it in and put in a little water to toughen the husk. Then stand there and jerk the maul down on the corn and beat it into meal. And it took a good deal of jerking to make a little meal."

(2) Swan's Canton, p. 8. Described by Gov. John Reynolds: "In the hand mill the stones are smaller than those of the horse mill (the lower stone was fixed and the upper movable) and are propelled by man and woman power. A hole is made in the upper stone and a staff of wood is put in it and the other end of the staff is put through a hole in a plank above, so that the whole is free to act. One or two persons take hold of this staff and turn the upper stone with as much velocity as possible. An eye is made in the upper stone through which the corn is let into the mill, with the hand in small quantities to suit the mill, instead of the hopper."

(3) *History of Fulton County*, (1879), p. 513. A band mill was so called because a rawhide band was put upon a large drive wheel in the place of cogs; it saved the gearing of the mill. These mills constituted the lowest and cheapest order of horse mill. Pins were put in the place of cogs and around them the band was placed. These pins might be changed in holes made for the purpose so that the band might be tightened when desired.

(4) *Ibid.*, 194, 320, 515; Swan's Canton, p. 14 and 15. In 1818 a saw mill was erected on Otter Creek, but was soon carried away by high water. This early milling enterprise was probably the first in the Military Tract. The first mill of any kind in the northern part of the county was Fraker's band-mill, which was erected in 1823 in Canton Township, near Fairview bridge. About 1824, Jacob Ellis located a water mill within three miles of Canton on Big Creek. To the north of Fairview bridge, John Coleman early established a mill. Of more importance than any of these mills, however, was the one located at Ellisville, on the Spoon, a river which furnished power through the year.

(5) *Peoria Register and N.-W. Gazetteer*, Aug. 4, 1838; Aug. 31, 1839.

(6) *History of Fulton County* (1879), p. 725. This mill was erected by Mr. Gardiner, who did a large business and for many years shipped flour to New York City. He made flat boats upon which he would float his produce to St. Louis, starting from Copperas Creek Landing. After these boats were unloaded, he would sell them to go further south. At one time he built a thirty ton keel-boat and carried it on wheels to Copperas Creek, where it was launched. When the Illinois River was low and he could not run a boat to St. Louis, he would take a team of four yoke oxen and a team of horses and put on about 100 bushels of wheat and start for Chicago, where he would get 60 cents to 62½ cents per bushel, when wheat would bring only 25 cents at home. It would consume a month's time to make these trips. He would return with dry goods and other necessities.

(7) *Ibid.*, p. 712. From 1840 to 1855 this was the largest mill within a radius of fifteen or twenty miles.

(8) *Ibid.*, p. 199. "Mr. Andrews tells us he remembers Mr. Barnes shouldering up the plow share of his large prairie breaking-plow and going with it on foot to Lewistown to the blacksmith shop." Mr. Barnes lived 2½ miles north of where Canton now is.

(9) *Ibid.*, 229. Coon skins passed as currency in many places up to 1835, and values were frequently expressed in coon skins.

- (10) History of Fulton County (1879), p. 204, 219.
 (11) History of Fulton County (1879), p. 204, 517; Swan's Canton, p. 5.
 (12) Swan's Canton, p. 12, 98, 100. Previous to 1830 Canton had no dry good stores, since merchandise was usually shipped in from St. Louis. Between 1830 and 1855 the pork packing industry became quite large. After that date and because Canton had become a railroad center, live stock was shipped and the slaughtering business declined.
 (13) Swan's Canton, p. 12; Peoria Register and N.-W. Gazetteer, Ap. 7, 1838.
 (14) History of Menard and Mason (1879), p. 428. The present townships of Havana, Sherman, Pennsylvania, Allen's Grove, Forest City and Quiver. In 1850, Allen's Grove township had but eight or ten log cabins and four-fifths of the land was held by Congress. Quiver Township received its first settlement about 1837. There were no pioneers in Forest City Township before 1840, and but five houses in 1842. In Pennsylvania Township permanent locations were not made until 1849. In the entire county there were but two important settlements, Havana and Bath. During the period previous to 1843, Bath and the lower end of the county were the more important. Between 1843 and 1851, Havana and the upper end of the county developed rapidly and won the seat of government and commercial supremacy of the county.
 (15) History of Menard and Mason (1879), p. 202; p. 321. Historic Encyclopedia, p. 307.
 (16) Peoria Register and N.-W. Gazetteer, June 1, 1838.
 (17) Prairie Farmer IX, p. 102.
 (18) Quoted from the St. Louis Intelligencer, Jan. 9, 1852; 1849, 30,000, Prairie Farmer IX, p. 199; 1850, 25,000, Prairie Farmer X, p. 166; 1851, 26,500, Regan's Emigrants' Guide, p. 332; 1852, 16,000, Regan's Emigrants' Guide, 332.
 (19) Combined History of Schuyler and Brown (1882), p. 57.
 (20) Peoria Register and N.-W. Gazetteer; Apr. 1, 1837. History of Schuyler and Brown (1882), p. 153, gives the population in 1836 as 1,500.
 (21) Peoria Register and N.-W. Gazetteer, Apr. 1, 1837.
 (22) Eames, Charles M., Historic Morgan and Classic Jacksonville (Jacksonville, Illinois 1885), p. 68. History of Cass County (1882), p. 18.
 (23) History of Cass County (1882), p. 108.
 (24) Hall, James. Notes on the Western States (Philadelphia 1838), p. 265: "In 1830 a consignment of goods for Beardstown, Illinois, was landed by mistake at Shawneetown, in the same State, where they remained for some time because it was not known where Beardstown was. They had heard of Beard's Ferry on the Illinois River and knew its exact position, and were not a little surprised to hear that a town had suddenly started into existence, between which and St. Louis several steamboats were regularly plying, before even its name was known to the people residing on the shores of the Ohio."
 (25) History of Cass County (1882), p. 108.
 (26) Ibid., p. 30.
 (27) Ibid., p. 31.
 (28) Steele, Mrs. Eliza R. A Summer's Journey in the West (New York 1841), p. 167.
 (29) Historic Morgan, p. 16; History of Menard and Mason Counties (1879), p. 676; History of Cass County, p. 14; "Before the railroad era, when the river was the main channel for carrying merchandise and produce, Beardstown was in possession of the most extensive pork trade of any western town, competing even with Cincinnati. From 40,000 to 70,000 hogs were slaughtered annually." Western Journal II, p. 339, 1849, 46,500 hogs slaughtered; Journal VI, p. 191, 1850, 57,000 hogs slaughtered; Journal VI, p. 191, 1851, 35,000 hogs slaughtered. Also Peoria Register and N.-W. Gazetteer, 10/21/1837.
 (30) French, A. W. Early Reminiscences (Springfield, Ill. 1901), p. 61. In the spring of 1848 "I spent a week or two in Beardstown. This was an ambitious place—had a brick tavern and a landing, and was the entrepot and the outlet of nearly all of the salable products of a large part of the State. A traveler between Springfield and Beardstown would rarely be out of sight of heavily loaded wagons, carrying out the productions or bringing in the merchants' goods."
 (31) History of Greene County (1879), p. 243.
 (32) Ibid., p. 246.
 (33) State and National census for the respective years. The statistics in the census reports for Jersey County were not given separately until 1840.

Year	Greene	Jersey
1830	7,674
1836	12,274
1840	11,963	4,501
1845	11,562	5,659
1850	12,429	7,354
1860	16,093	12,051

- (34) History of Pike County (1880), p. 211.

(35) Pooley, William Vipond, *Early Settlements of Illinois*, p. 398. The author gives no authority for his statement.

(36) State and Federal census reports for respective years.

Year	Pike County Population
1830	2,393
1835	6,037
1840	11,736
1845	15,972
1850	18,819
1860	27,249

(37) Murray, Williamson and Phelps, *History of Adams County, Illinois* (Chicago 1879), p. 277. Coon skins, maple sugar, deer hides, feathers, wild honey, beeswax, and deer tallow were the current circulating medium of the people.

(38) Atwater, Caleb: *The writings of* (Columbus, Ohio, 1833), p. 228. Caleb Atwater writing in 1829 said: "Quincy stands mostly on a high bluff and contains some forty families of very decent looking people, but paleness of countenance told us the same sad tale that the low marshes along the river near them and the vast prairie just east of the town, covered with grasses and weeds ten feet high, might have told them, if properly interrogated. The hill where the town stands is high enough for all the fogs from the marshes along the river to rest on, and they take the liberty to do so. A land office is established here, but the location is a bad one and never can be healthy. To me the people appeared better than any I saw in Illinois as a whole; and my only regret is that such a people should have settled on a spot so insalubrious."

(39) *History of Adams County* (1879), p. 239. Conclin, George, *River Guide or a Gazetteer of all the Towns on the Western Waters*, (Cincinnati 1854.) In writing of Quincy the author said: "The country in its vicinity is a beautifully rolling and rich prairie and one of the finest agricultural regions in the State."

(40) *Illinois Monthly Magazine* (1832), II, 212. The surrounding country is decidedly salubrious and offers many advantages to settlers. Nothing but the fact that a large portion of the land is owned by non-resident proprietors has prevented it from having already attracted a dense population.

(41) See census reports for respective years.

(42) *History of Adams County* (1879), p. 268.

(43) *Illinois Monthly Magazine* II., p. 212.

1829 40 families.

1830 200 estimated by Asbury, H., *Reminiscences of Quincy, Illinois*, p. 44.

1832 700 *Illinois Monthly Magazine*.

1833 400 *History of Adams County*, 278; 500 Asbury, p. 44.

1834 750 *Ibid*.

1841 2,686 Asbury, p. 79.

1845

1848 5,865 *Ibid*.

1850 6,902 *Seventh Census*, p. 703.

1854 10,777 Asbury, p. 79.

1860 13,632 Quincy, *Board of Commerce*, p. 13.

1860 15,718 *Eighth Census—population*, p. 13.

(44) The Quincy Argus and Illinois Bounty Land Register, April 17, 1835. From July 1st, 1832, there was imported into Quincy produce, principally of flour and bacon, valued at \$5,000. From July 1, 1834, to July 1, 1835, with an increase of population there was no importation of the above articles, but on the contrary produce consisting of the above articles was exported to the value of \$40,000. From August 1, 1834, to April 1st, 1835, there were 24,900 bushels of wheat purchased and ground, producing about 4,980 barrels of flour. *History of Adams County*, p. 277. Up to 1834 most of the bacon and flour used by the people of this section had been imported.

(45) *Illinois Monthly Magazine* II, p. 212, 1832. There were ten stores and two taverns in Quincy in 1832. Steamboats were then running regularly from this port, and the surrounding country was rapidly filling up.

(46) *History of Adams County* (1879), p. 279. 2,500 bushels of wheat were ground at Quincy in 1835. Asbury, Henry: *Reminiscences of Quincy, Illinois* (Quincy, Illinois, 1882), p. 64.

(47) Quoting from Quincy Argus and Illinois Bounty Land Register, Nov. 8, 1836: "We do not believe that there is a town in the State of Illinois except perhaps Chicago, which has increased at any time with the rapidity of Quincy for the past summer and fall."

(48) *Ibid*, p. 498. Chicago, Burlington & Quincy completed in 1856 from Quincy to Galesburg, Quincy and Palmyra completed in 1859.

(49) Hancock County has been affected by other than sound economic principles; hence a detailed examination of its development would be of no value to this study. It was the home of the Mormons, who flocked there about 1838. Within four or five years they numbered more than 16,000. They remained but a few years and were then expelled.

- (50) History of Hancock County (1880), p. 231.
 (51) Second Reunion Tri-state Association, p. 57. Gordon's address: "There were but 33 votes cast for president in 1832."
 (52) History of Hancock County (1880), p. 466.
 (53) History of Hancock County (1880), p. 206.
 (54) History of Mercer and Henderson Counties (1882), p. 46.
 (55) Ibid., p. 887.
 (56) McMaster, S. W. Sixty Years on the Upper Mississippi (Rock Island, Ill. 1893), p. 58.
 (57) Peoria Register and N.-W. Gazetteer, Sept. 28, 1839. Farnhamsburg, the first town at this place, was superseded by Stephenson in 1839. Rock Island came into existence as a new edition of Stephenson and the name was in 1841 given to the town.
 (58) History of Rock Island County (1877), p. 144. From Quincy to Galena, Stephenson was the most noted steamboat landing. Here for many years, travelers from the Sangamon County and Fort Clark reached the river on their way to Galena and the mineral regions North. The beauty and fertility of the Rock River Valley attracted many immigrants from the older states during 1836 and 1837, and a number of flourishing colonies were started in Rock Island, Henry, and Mercer Counties. These colonies were all naturally tributary to Rock Island.
 (59) Peoria Register and N.-W. Gazetteer, 9/28/1839. "The inland trade is very considerable and must every year become greater. Many retail purchasers now come from Mercer and Henry Counties, some the distance of 40 miles. * * * The business of Stephenson must be greatly increased from the filling up of the Rock River Country, of which it is the outlet, and the improvement of the navigation of that stream."
 (60) Census reports for the respective years:

1840	2,619
1845	5,058
1850	6,937
1860	21,005

Shall Indian Languages Be Preserved?

BY JACOB PIATT DUNN

SECRETARY INDIANA HISTORICAL SOCIETY

The practical use of history is to give to mankind the opportunity to profit by the experience of past generations. To secure this benefit, the historian must keep watch of history in the making, and point out evils to be avoided. Just now, the American people need to be warned of the folly of their neglect of the preservation of Indian languages. We know something of the great expenditure of time, effort and money in the recovery of the languages of Egypt and Assyria; but if we let the Indian languages die, they can not be resurrected, because they are spoken only, and not written. Anyone who has tried to ascertain the meanings of our numerous Indian names of streams and localities is aware of this neglect; for in most cases his research will reveal only a controversy, in which the advocates of conflicting meanings cite the testimony of pioneers, traders and missionaries, and leave the inquirer in doubt as to who really knows. My attention was first forcibly called to this by an effort to learn the meanings of the Indian names of Indiana, when, after a year or two of effort, I found that what was in print on the subject was absolutely worthless. I then went to the Indians, and found the problem comparatively simple.

It so happens that this local problem is much the same for Indiana and Illinois. The Peoria, or Illinois language is not now in use, but it was the same as the Miami, with one fixed dialect difference. The Peoria had no sound of "l", and substituted "r" for it where the Miami had "l". The Miami had no sound of "r", and used "l" where the Peorias used "r". The cities of Peoria, Illinois, and Paola, Kansas, are monuments to this difference, being the same word in the two dialect forms. Pa-o-li-a, or Pa-wa-li-a, is the Miami word for

a prairie fire, which is the origin of the name. This language was spoken by most of the Indians of both states, including the Kaskaskias, Cahokias, Tamaroas, Mitchigamias, Piankeshaws, Weas, etc. This language is in eminent danger of being lost, though it may be saved if attention is given to it promptly.

Two centuries ago the French missionaries in the Illinois country prepared an exhaustive French-Peoria dictionary—the most complete dictionary of any North American language in existence. It was probably the work of Father Le Boulanger, who was the most expert Indian scholar among them, but it evidently includes the work of several others. Fortunately this manuscript is preserved in perfect condition, and is now in the John Carter Brown Library at Providence, R. I. In addition to the dictionary proper, it includes an Indian translation of “The Story of Genesis”, the complete mass, the Catholic catechisms, and some hymns and grammatical notes. For ten years past I have engaged in translating this into English-Miami, as far as my time and the appropriations of the Bureau of Ethnology would permit; and that was not much. The work required a trip to Oklahoma, payment for board and lodging, and hiring interpreters, for you cannot expect an Indian to give his time without compensation. The serious feature of it is that of four Indians I have found who were competent to make the translation, three have died since I began, and the last is in feeble health. The young Indians do not really know their language, and the educated ones least of all, for our Indian schools discourage the use of Indian languages. Their object is to teach the young Indians English.

This dictionary, like most Indian manuscripts, is of little practical value without translation; because, while it is remarkably accurate as to ordinary things, it is very misleading as to abstractions, with which the Indian mind did not deal. This may be illustrated by the first word in the dictionary, which is *abbaiser*. John Gilmary Shea undertook to print this dictionary, without translation, and issued the first signature of twenty-four pages, but discontinued it on account of lack of support. His reproduction, so far as it goes, is accurate, and this is what he has under *abbaiser*;

“ABBAISER; nipatakinan, *j’abbaisse qq.*; nimattapiacara, *j’abb.*; ninpataca8a, *je le baisse*; nimpatacata8a, *je lui abaisse*; Serepikitta8i, *faisons le plus bas.*”

What LeBoulanger actually has in this is as follows:

ABBAISER (to lower).

I hold it down (with a stick, etc.), pā-ta-ki-na-ma’-nī (short form nīm-bat-ki’-na).

I throw him down, ni-ma-ta-pi-a-ka’-la.

He holds it down, pāt-kin’-am-wa.

I hold him down, pā-ta-ka-wa’-ka (short form, nīm-bā-ta-ka’-wa).

Let us braid, wī-lap’kī-ta’-wī.

It will be noted that the verb “to lower” does not appear at all. The reason is that there is no Miami verb “to lower,” because it is an indefinite abstraction. If I lower a window, I pull it down with my hand. If I lower an embankment, I dig it down. If I lower the temperature, I make it colder. If I lower a record, I go faster than others have gone. The Indian expressed all these thoughts, but he expressed them definitely, usually by means of the adverb mī-ta-kī-cī (down, downwards (with an appropriate verb. Thus, m’ta-kī’-cī ka nīm-bo’-na kī-kwī, I will let down by hand the bucket; mī-ta-kī’-cī ī-ā’-wī sī-pī’-wī, the river is going down; or sī-pī’-wī downwards) with an appropriate verb. Thus, m’ta-kī’-cī ka ko’-sa-ka’-nī, I set, or put, the stove lower. The interpreter of LeBoulanger apparently mistook *faisons le plus bas* for “let us make more stockings”, instead of “put it at the bottom”, and as braiding was as near as the Indians came to knitting, he gave the word for “let us braid”. Such errors as this in this manuscript are very rare; and they are of value historically as showing the difficulty of translating in those early times, when there was no one who fully knew both languages. To interpret accurately, the interpreter must be able to think in both languages.

There is a somewhat similar difficulty in the use of fragments of the Peoria language preserved by old chroniclers, as they seldom gave exact translations. For example, the missionary, Sebastian Rasles gives a verse of a hymn “en la

langue Illinois", which he says means: "O saving victim, who are continually sacrificed and who givest life, thou by whom we enter into heaven, we are all tempted, do thou strengthen us." I give this verse in triplicate, the first line as Rasles recorded it, the second the proper Miami words, and the third the literal meaning:

Pekiziane manet 8e
 Pă-kí'-cǐ-a'-nǐ ma-nět'wǐ
 Thou art beautiful, spirit,
 Piaro nile hi Nanghi
 Pi-a-lo' na-lǐ-lan'gǐ,
 Come thou! we come to seek thee.
 Keninama 8i 8 kangha
 Kí-ta'-la-wí'-na-ma'-wǐ kǎ-a'kwí-an'-gǐ
 Will you forgive us? We have done wrong,
 Mero 8inang8sianghi
 Mǎlauq' wai-nan-go'-sǐ-an'-gǐ
 Evil, we are about to separate.

This hymn will be found in Thwaite's Jesuit Relations, Vol. 67, p. 148, except that he has interpreted the "8", which represents the Greek omicron-epsilon, or "u" set on "o", representing the diphthong "ou" or the letter "w", which is wanting in the French language. Rasles had been only two years with the Illinois, and evidently made some errors in transcribing the record of some other missionary.

But, with the necessity of modern translation made apparent, of what historical value would be this language? This: that it is impossible to understand the history of these Indians without a knowledge of their language. Let me illustrate. Considerable attention has been given by Illinois writers to the Indian pictograph sometimes known as "Marquette's monster", but now commonly called "the Piasa Bird". No Indian ever heard of any such thing as a Piasa Bird, and there is no such word as "piasa" in the Illinois language. The rock bluff on which the pictograph was made was called Pa-i'sa Rock by the Illinois Indians, and a pa-i'-sa (pronounced pah-ē-sah) was one of "the little people", corresponding to our elves, gnomes, sprites and kobolds. The monster is a representation of the manito of the waters, which the Miamis call Lěn'-nǐ-pǐn'-ja, or the Man-Cat. The

northern tribes called it *Mi-cī-bī-sī* (the Big Cat, or Panther), and the old French chroniclers sometimes speak of it as *Le Homme Tygre*. This was the monster which the Peorias told Marquette inhabited the Mississippi, when they advised him not to attempt to descend it. It was the manito most feared by the canoe people, and as they all believed in "safety first", they took great pains both to propitiate it by offerings of tobacco, and to frighten it away by firing guns and making other noises. I shall give an account of this manito in a centennial history of Indiana, which I am now writing for the Lewis Publishing Co. of Chicago.

Another Illinois puzzle has been the Indian town of *Maramech*. Mr. Stewart, in his interesting volume, "*Lost Maramech*", says this word is the name of "the spiny sturgeon". In reality *maramak* is the Peoria word for catfish. In the early French writings we find *maramak*, *malamak* and *manamak*. These are dialect forms of the same word, the first being Peoria, the second Miami and the third Chippewa. It was a common Algonquian name for streams, from the Merrimac of New England to the *Maramec* of Missouri. At a very early time there was a band of *Miamis* living on a stream of this name in Wisconsin or northern Illinois, and who became known as the *Miamis* of *Maramech*. When they moved later to LaSalle's colony, and still later to the *Kalamazoo* River in Michigan, their town was known as *Maramech*. They probably consolidated with others still later to form what were known as the *Eel River Miamis* of Indiana. Another interesting Illinois word is the name of the celebrated chief, which the French made *Chachagouache*. So good a French scholar as the late E. G. Mason thought this might be the source of the word Chicago. In reality, it is pronounced *Shah'shah-gwāsh'*, or in the alphabet of the Bureau of Ethnology, *Ca'-ca-gwāc'*, which is an abbreviation of *Ca'-ca-gwā'-ca*, which is the name of the garter snake—literally "the striped one".

But are not these languages being preserved? No. The ground is scarcely scratched, and what is being done is largely made unintelligible by the blighting influence of German philology. German philology, like German metaphysics and other German philosophical sciences, is a science of terms, whose

chief purpose is to make its professors seem learned by being incapable of comprehension. If you doubt this, take Vol. 1 of the Handbook of American Indian Languages, issued by the Bureau of Ethnology in 1911, and edited by Dr. Franz Boas, who has been for some years the dictator of the language work of the Bureau. Turn to p. 429, and read this: "The phonetic system of the Kwakiutl is very rich. It abounds in sounds of the k series and of the l series. The system of consonants includes velars, palatals, anterior palatals, alveolars and labials. The palatal series (English k) seems to occur only in combination with u articulations, or as labio-palatals. The anterior palatals may, however, also be explained as a k series with i position of the mouth; so that the two classes of palatals and anterior palatals may be considered as modifications of the same series. The anterior palatals have a markedly affricative character. In most of these groups we find a sonant, surd, fortis and spirant". Now, if you feel strong enough, turn to p. 431, and read this: "There are a considerable number of rules of euphony which govern the sequence of sounds. These become active when two phonetic elements come into contact by composition or by syntactic coordination. They are partly ante-active (i. e., working forward) or progressive, partly retroactive or regressive, partly reciprocal. The ante-active processes include laws of assimilation and of consonantic elision; the retroactive processes consist in the hardening and softening of consonants; the reciprocal influence manifests itself in contraction and consonantic assimilation."

When the average tax-payer, for whose benefit this rot is supposed to be printed, runs into a wire entanglement like that, the only possible benefit he can get is a patriotic impulse to shoot the Kaiser. And all it means is that this product of kultur, instead of indicating pronunciation by the simple and easy process of reference to common words, as is done in our dictionaries, is trying to do it by the absurd German method of telling you how to place your tongue and control your breath in order to produce various sounds—a system, by the way, which one would have expected to have been laughed out of existence by Moliere's presentation of it in *Le Bourgeois Gentilhomme*, three centuries ago. Phonetics have their place

in American or other languages in tracing the divergence of languages from a common stock, as illustrated by the word *maramech*, above. This is what makes phonetics prominent in German philology, which is based on the study of the Aryan and Semitic languages. As Mr. Whitney pertinently says: "But while Germany is the home of comparative philology, the scholars of that country have distinguished themselves much less in that which we have called the science of language. There is among them (not less than elsewhere) such discordance on points of fundamental importance, such uncertainty of view, such carelessness of consistency, that a German science of language cannot be said yet to have an existence". (*The Life and Growth of Language*, p. 318.) But with characteristic disregard of everything not "made in Germany," the adherents of this school have blindly followed phonetics until they have entirely lost sight of the distinguishing features of Indian languages, and have thereby set back American ethnology half a century.

If you will turn to p. 76 of this same Handbook, you will find that Dr. Boas, after speaking of "the tendency to objective incorporation and to polysynthesis", and "a strong tendency to draw the dividing line between denominating terms and predicative terms", makes the astounding statement: "Beyond these extremely vague points, there are hardly any characteristics that are common to many American languages". As a matter of fact, the distinguishing features of Indian languages may be illustrated by two brief Miami-Peoria sentences:

Na-wa'-ka (or ni-na'-wa) wa-pi-si-ta nĭk'-wa, I see a white squirrel.

Na-ma'-nĭ (or ni-na'-ma) wa-pĭ'-kĭ sǎ'-nĭ, I see a white stone.

It will be noted that each of these words ends with a vowel, and so does every word in the language, when fully pronounced. These are of grammatical significance. The controlling words of the two sentences are *nĭk'-wa* (a squirrel), and *sǎ nĭ* (a stone). The final "a" of *nĭk'-wa* indicates that it is "animate", or, as the old Spanish and French grammarians called it, "noble". The final "i" of *sǎ nĭ* indicates that it is "inanimate" or "ignoble". *Na-wa'ka*, of itself, means "I

see him, or her—something animate”. Na-ma'-nī, of itself, means “I see it—something inanimate”. The words in parenthesis are the short forms of these verbs, i. e., the subject pronoun with the stem of the verb. They are commonly called “transitions”, or “combinations of subject and object pronouns with the verb”. In fact there is no more “transition” in the short form than in the full form. Their meanings are identical. In the familiar Latin *amo, amas, amat*, you have the full form of a verb without a subject pronoun. These verbal forms, of themselves, mean I love, you love, he loves. The Romans might have expressed the thoughts just as well by dropping the verbal endings, and using subject pronouns; as, *ego am, tuus am, ille am*, and the expressions would have been just as intelligible. The Romans did not do this, but we have done it in English, and our “simplified” form of expression is to use the subject pronoun with the stem of the Anglo-Saxon verb. In the Miami-Peoria, this change is in process, and the speaker may use either form at will. But in this language no verb is transitive in form unless the action actually passes to some other person or thing, and when transitive, the verbal ending shows whether the object is animate or inanimate, and usually the person and number of the object.

Wa-pī'-sī-ta, of itself, means he or she—something animate—is white. Wa-pī'kī, of itself, means it—something inanimate—is white. These are regular verbal forms, and in the Miami-Peoria the adjective is a verb, conjugated as other intransitive verbs. If I wish to say “I am white”, I cannot use either of these forms, but must say wa-pī'-sī-a'-nī. It is obvious from these examples that the distinction between the animate and the inanimate is the basic grammatical distinction of the language, controlling the forms of nouns, verbs and adjectives, and also pronouns. And this is the distinguishing characteristic of most of the languages of North and South America. It does not exist in any known language of the old world. The basic distinction there is of sex. Anyone is familiar with the *hic, haec, hoc*, and *meus, mea, meum* of the Latin. The Miami-Peoria makes distinctions of sex, but not by endings. And this difference is characteristic of the thought of the two continents. Whether inspired or not, the Bible is a very ancient record, and from “male and female created he them”

throughout, it shows that Hebrew thought was saturated with the sex idea. The command to "increase and multiply", the preservation of the sexes in the ark, the reproach of childlessness, testify to it. One of the historical facts that can not be accounted for on any natural basis is, that, from this people, there suddenly came the absolutely novel and unprecedented concepts of a sexless Trinity, a sexless heaven, and a virgin birth. Furthermore, it is an ethnological impossibility that the descendants of any people who had this basic distinction of sex in their language should change it to a basic distinction between the animate and the inanimate. The logical deduction which confronts you is that of an independent origin of language, and presumptively an independent origin of man, on this continent. There is one notable exception to the occurrence of this distinction between the animate and the inanimate, and that is in the Muscogean languages. The Choctaw, for example, is practically destitute of inflection of any kind. It is at least suggestive that the Muscogean are the only Indians who are historically known to have erected mounds at all similar to those of the mound-builders, and that some ethnologists regard them as the descendants of the mound-builders. At any rate, there are tremendous possibilities in the critical study of Indian languages. James Hammond Trumbull, who was perhaps the most profound and logical of American ethnologists, said: "I do not hesitate to express my belief that through the study of the American languages scholars may as nearly arrive at a solution of the great problem of the genesis of speech, in determining the character and office of its germs, as by any other means of approach". (On the Method of Studying the American Languages, p. 12.) What a misfortune that the material for convenient study is not within reach in every university in the country.

Here is an opportunity for any man who wishes to leave a monument more enduring than marble. It would cost perhaps \$10,000 to complete and print the translation of the French-Peoria dictionary above mentioned. An endowment of \$50,000 would put a Society for the Preservation of Indian Languages on a self-supporting basis. There is ample material for a series of publications that would be wanted by all

the colleges and larger libraries of the country. It would be a most magnificent centennial celebration if some son of Illinois could take the lead in this work. The Illinois language is worthy of preservation, not only for its local associations, but also for its intrinsic worth. John Gilmary Shea says: "The Illinois have now disappeared, but for purpose of research and study their language is one of the most interesting of the various dialects of the wide-spread Algonquin". His estimate is none too high.



LINCOLN-THORNTON DEBATE
SHELBYVILLE, ILLINOIS, 1856

The Lincoln-Thornton Debate at Shelbyville, Illinois, June 15, 1856

An address delivered by D. C. Smith on the evening of April 17, 1917, in Shelbyville, Illinois, on the occasion of the unveiling of a picture painted by Robert Root, in commemoration of a political debate between Abraham Lincoln and Anthony Thornton, in the summer of 1856.

Mr. Chairman, Friends and Fellow-Citizens:

I see by the program handed me that beside the interesting speech to which we have just listened, there are, including my own, several speeches yet to be delivered this evening. I therefore refrain from saying much that I would otherwise be glad to say on this occasion.

In the summer of 1856 there were a few men in Shelbyville, among whom were George A. Durkee and Charles F. Woodward, who heartily endorsed the views of Abraham Lincoln on the question of slavery, then greatly agitating our country.

These men were also great admirers of Mr. Lincoln as a statesman and a speaker, their admiration being based, no doubt, on public reports of his speeches, for I have the impression that no one of them had ever heard him make a speech.

A few years before his death, I had a long talk with Mr. Durkee about Mr. Lincoln, and he told me that Mr. Woodward and himself and a few others, whose names I do not now recall, held a consultation and decided to write Mr. Lincoln and ask him if he would be willing to meet Anthony Thornton in a debate in Shelbyville on the political issues of the day. Mr. Lincoln replied that he would. The political admirers of Mr. Lincoln then met the political friends of Mr. Thornton, and arrangements were made for a debate.

The debate was held in the old court house of this city, then a small village. It was on this occasion that I first met Mr.

Lincoln. Mr. Thornton, as many of you know, was an educated man—a college graduate, and as a lawyer and public speaker ranked among the ablest in the state. Mr. Lincoln had had no academic training and but a few months schooling, yet the two men were exceedingly congenial and always warm personal friends, Mr. Thornton calling Mr. Lincoln, “Abe”, and Mr. Lincoln calling Mr. Thornton, “Antony”.

Both debaters were born in Kentucky. Both were of large frame, spare, and tall, their height being about the same. Both came to Illinois in early manhood, both chose the profession of the law, both had been members of the legislature, and both had been Whigs. Until 1856 they stood shoulder to shoulder on all political questions. In that year the Whig Party, having practically disintegrated and the Republican Party having been organized, Mr. Lincoln joined the Republican Party and advocated the election of John C. Fremont to the presidency, and Mr. Thornton became a Democrat and urged the election of James Buchanan.

On the day of the debate the speakers met in the court house an hour before the debate was to begin, and spent the time in telling anecdotes and in “reminiscing,” much to the enjoyment of the goodly number of men gathered around. I had heard of Mr. Lincoln as an able lawyer and a forceful speaker, and as I had never heard a public speech in behalf of the principles of the Republican Party, which principles I personally held, I was greatly interested in him and in what he said, and my memory of his personal appearance and of much that he said is still very distinct. He wore a long linen duster, no vest, a pair of low shoes, and brown linen trousers much too abbreviated in their lower extremities to have commanded the approval of a Beau Brummel. He sat in a split-bottom hickory chair, tilted back against the front of the Judge’s desk, with his heels resting on the lower rung and his thumbs thrust under his suspenders. At the appointed hour he opened the debate substantially in the following words:

“Fellow-citizens: I rarely arise to address my countrymen on any question of importance without experiencing conflicting emotions within me. I experience such at this hour as I have never experienced before. It is a matter of great regret to me that I have so learned, so able, and so eloquent

a man as my friend 'Antony', here, to reply to what I shall say. On the other hand, I take some comfort from the fact that there are but sixteen Republicans in Shelby County, and, therefore, however poorly I may present my cause, I can hardly harm it, if I do it no good.

" 'Antony' and I were always old-line Whigs, and in 1844 we together stumped parts of Illinois and Indiana advocating the election of Henry Clay, the Whig candidate for the presidency. We have always been in substantial agreement on all public questions up to this time, but we have sometimes crossed swords in court, and you know, 'Antony', that whenever we have, you have always cut me like a file cuts soft soap." "

Then, after a few more complimentary allusions to his friend, "Antony", he entered into a clear, logical and forceful discussion of the issues of the campaign, which was listened to by all present with rapt attention. Mr. Thornton, as I have said, was a Kentuckian, and he prided himself on maintaining the reputed chivalry of his native state. In his reply to Mr. Lincoln, therefore, he eulogized him in the highest terms as a man, a friend, a lawyer, and a statesman, and finally said that if the Republican convention had nominated "Abe Lincoln" of Illinois, and John McLean of Ohio, instead of Fremont and Dayton, he would have felt constrained to vote for them, despite the Republican platform. Mr. Lincoln's speech was, I think, the only Republican speech made in the county during the campaign, yet so profound and so lasting was the impression it made on the minds and hearts of those who heard it, that the sixteen known Republicans in the county before it was made, swelled into a chorus of more than one hundred and fifty "ayes" for Fremont and Dayton at the polls in November.

Mr. Lincoln was a great man. He was great in stature. He was great in intellect. He was great in heart. In mental discernment, in nobility of spirit and in kindness of heart, may we not question whether in all time he was ever excelled by any man, save the Man of Galilee. He was not divine, but he was a redeemer. He redeemed a race of four millions of blacks from the blight and curse of slavery. He was human, but he was a saviour. Through his wisdom, his steadfast-

ness of purpose, his agony of soul and his final martyrdom, he saved the Union and the honor of its flag. Its flag! Look at it! It is the ægis of liberty. Look at it! It is the flag of the nation that leads the van in the world's procession of nations. Look at it! It has never been unfurled in a cause that's known defeat. Look at it! It is the hope of the world. Its folds wave farewell to the past! Its stars light up the future and beckon us onward and upward! Its honor is in our keeping. Let us love it. It stands for freedom and human rights wherever it is unfurled, and it may be that in the not distant future the sight of its broad stripes and bright stars shall hearten the millions of brave men in the old world, who are fighting to uphold our civilization, to maintain the freedom of the sea, the world's highway, and to banish forever from the earth military despotism.



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|--------------------------|------------------------|----------------------------|
| 1. Abraham Lincoln. | 19. Hardin Barrett. | 37. George Durkee. |
| 2. Anthony Thornton. | 20. Dr. Enos Penwell. | 38. Dr. R. Bruck. |
| 3. Dr. York. | 21. Noah Huffer. | 39. Hosea Funk, Sr. |
| 4. Abraham Middlesworth. | 22. William Ward. | 40. Charles Woodward. |
| 5. Gen. W. F. Thornton. | 23. John A. Tackett. | 41. Thomas Headen. |
| 6. Prof. C. W. Jerome. | 24. Ephriam Cook. | 42. Charles Lufkin. |
| 7. Michael Gregory. | 25. William Headen. | 43. Samuel W. Moulton. |
| 8. Col. Cyrus Hall. | 26. John Ward. | 44. Morris R. Chew. |
| 9. Charles C. Scovil. | 27. William Cochran. | 45. John Harding. |
| 10. William Tackett. | 28. Horace L. Martin. | 46. W. Addison Trower. |
| 11. Robert Pugh. | 29. Samuel H. Webster. | 47. Col. Hiram Scarborough |
| 12. Charles Thornton. | 30. Joseph Oliver. | 48. _____ |
| 13. Albert Thornton. | 31. Capt. Park Martin. | 49. John Thornton. |
| 14. Col. D. C. Smith. | 32. George W. Keeler. | 50. Samuel French. |
| 15. George D. Chafee. | 33. Burrel Roberts. | 51. John Root. |
| 16. Elmus Jaeger. | 34. Jasper L. Douthit. | 52. Nathan Curry. |
| 17. William Page. | 35. George Wendling. | 53. William Eddy. |
| 18. Chattin Kelley. | 36. August Pfeiffer. | 54. William Storm. |

KEY TO PORTRAITS IN LINCOLN-THORNTON PAINTING

The Lincoln-Thornton Debate of 1856 at Shelbyville, Illinois

BY HOMER H. COOPER

On June 15, 1856, Abraham Lincoln met Anthony Thornton in political debate at Shelbyville, Illinois, probably his first forensic encounter after linking his fortunes with the Republican Party. An oil painting depicting the scene was unveiled with fitting ceremony in Shelbyville on April 17, 1917, resurrecting memories of the occasion and preserving for posterity details of the event.

Overshadowed by more important debates between Lincoln and Douglas held two years afterwards, the Shelbyville debate almost had been forgotten. Unwritten and unsung, it was threatened with oblivion until a Shelbyville painter revived the tradition and immortalized it as his theme on canvas. To Robert Marshall Root, artist-historian, belongs all credit for production of a complete and unequalled account of the debate.

ITS PLACE IN LINCOLN'S LIFE

Few histories or biographies, if any, even mention a Lincoln-Thornton debate. Admittedly it was one of Lincoln's least spectacular encounters and was held in an inconspicuous locality against a man whose fame was restricted. The grave issues which later became so evident were not yet clearly defined, nor was Lincoln quite the accepted exponent of one side of the dark controversy. Yet, study of events and conditions prior to the debate convinces that it came during the critically formative period of Lincoln's political life.

After serving a lethargic term in Congress as a Whig, Lincoln had resumed practice of law in Springfield, with his eye on public affairs. The Kansas-Nebraska Bill had neutralized the Missouri Compromise measures by May, 1854, and Douglas, its sponsor in Congress, had returned to an apathetic

welcome in Illinois. Cook, Judd, Palmer and others had revolted from the Democratic majority in the Illinois legislature, forcing Douglas to defend his program, which he did by a speech delivered in the State House in Springfield during the State Fair that autumn. The next day, Lincoln, still a Whig, replied to Douglas, and at Peoria on October 16, 1854, the two men met in joint debate on the issue of State sovereignty. Then both ceased public speaking by agreement.

On November 7, 1854, Mr. Lincoln was elected to the Illinois legislature, still a Whig, but he resigned the office because he was a candidate before the General Assembly for United States Senator, and members of the legislature were not eligible for that office. But national issues surely were disintegrating the party and Lincoln realized it. Defections from old lines, wavering existence of such new cliques as Know Nothings and Abolitionists, and the obvious need for a new organization with firm adherence to principles regarded as politically mandatory by northern leaders, led to institution of the Republican party in Illinois only a short time after its creation in Michigan. A state convention was held at Bloomington on May 29, 1856. Lincoln was present as a delegate from Sangamon County, then and there eternally deserting the Whigs. Here it was that he delivered his celebrated "Lost Speech," unreported because Herndon was overcome by its power, "threw pen and paper away and lived only in the inspiration of the hour."

His fate thus cast with the new party, Lincoln busied himself with its other leaders to increase its followers. The convention had nominated Bissell for governor of Illinois and had indorsed Fremont for president. Meetings were called in every county seat to ratify the proceedings and platform, and since county gatherings generally were swayed by men who had heard the "Lost Speech" invariable requests were made for Lincoln to repeat it locally. Being a candidate for presidential elector, Lincoln felt it his duty to canvass the state, and in all he accepted about fifty such invitations. One of these invitations came from Shelbyville and resulted in the debate with Anthony Thornton.

SHELBY COUNTY PRELIMINARIES

Due in great measure to southern ancestry of its pioneers, Shelby County in these stirring times was overwhelmingly Democratic. Even Whigs were a helpless minority. Hope for growth of the new Black Republican Party here was faint. No delegate had represented the county at the Bloomington convention (1), and the less than score of well-standing residents who quickly adhered to its platform were isolated propagandists. Nevertheless, they were strong in the faith, and after thoughtful consultation determined to conduct a Republican campaign. Such men as Thomas A. Marshall and George C. Harding of Coles County, neighboring Shelby on the east, and John A. Freeland of Moultrie County to the north, who had attended the Bloomington meeting, told of the wonderful Lincoln plea and of its power to convince. Decision was made to invite Lincoln, then already stumping Illinois, to meet a Shelby County Democrat in joint debate. A conference with local Democratic leaders was held in Shelbyville the first week in June, 1856, and the name of Anthony Thornton, then the county's most distinguished citizen and a recent convert to Democracy, was suggested. A committee waited upon Thornton and he consented to meet Lincoln. At once a letter (2) was sent to Lincoln in Springfield, inviting him to champion the cause of the Republican Party in darkest Shelby County, and, to the delight of the less-than-score, he accepted, designating June 15, 1856, as the day.

LINCOLN'S OPPONENT

The man selected to sustain the standards of the Democratic party was the marked antithesis of Lincoln in birth, education and environment. The Thornton family traced unbroken lineage to English planters of Virginia. The first Anthony Thornton was a Kentucky pioneer in 1808, settling in Bourbon County. He had served as a colonel in the Colonial army. The second Anthony Thornton owned a large farm six miles east of Paris, Kentucky, and on it the third Anthony Thornton, later to debate with Lincoln, was born in 1814. His mother was Mary Towles of Virginia.

From the age of five years until sixteen, Anthony III lived on his grandfather's farm in Bourbon County, for his father

and mother died before recollection began. Here he was taught by two tutors in elementary studies. In June, 1831, he attended an academy at Danville, Kentucky, and in 1832 he enrolled in Center College. One year later he went to Oxford College in Ohio, and in 1834 removed to Miami University, from which institution he was graduated in September, 1834, with a high record for scholarship in Greek, Latin, German and French.

From college young Thornton returned to Paris, Kentucky, and studied law with an uncle, John R. Thornton. On August 23, 1836, he was licensed to practice in Kentucky courts. Two months later he departed to locate in Missouri, but at St. Louis took a queer notion to visit Springfield, Illinois. By boat and stage he journeyed overland through Meredosia and Jacksonville, arriving in Springfield in the early autumn of 1836. There he learned that W. F. Thornton, a distant kinsman, was established well in Shelbyville, county seat of Shelby County, and he decided to visit the place and possibly to locate there. So, in October, 1836, Anthony Thornton began his almost three-quarters of a century residence in Shelby County.

An aristocrat in mien, deportment and bearing, commensurately financed, elegantly attired and possessing unusual ability with energy to use it, young Thornton early took a leader's position in the community. In December, 1836, he traveled to Vandalia, then State capital, and was licensed by the Supreme Court to practice law in Illinois. On that visit he attended sessions of the Legislature and became acquainted with such men as O. B. Ficklin, Usher F. Linder, Orville H. Browning—and Abraham Lincoln. Thereafter, while building his law practice in Shelbyville, Thornton frequently met Lincoln riding circuit in Bond, Montgomery, Fayette, Effingham, Shelby, Christian, Moultrie, Macon, Piatt, Coles and Edgar counties, and a friendship, real, if not intimate, developed. Admiration for Lincoln found expression (3) in later years in these few words by Thornton:

“Of all the lawyers whom I ever met, Lincoln was the most marked for his fairness and honesty. He was always earnest and forcible and could manage and present a good case with as much power and clearness as any man I ever saw.”

Strangely, Thornton supported the Whig party from earliest manhood down to the party's demise in 1856. Then he swung over to the Democrats and his first public effort in support of the new affiliation was his reply to Lincoln. In fact, Lincoln and Thornton had been leaders together among the Illinois Whigs until 1856.

Like Lincoln, Thornton had been privileged to hold high office in the State; he had been a member of the Legislature and was an active participant in the Illinois Constitutional Convention of 1847-8. Like Lincoln, Thornton had attained to an unusual measure of success at the bar, was a forceful and eloquent speaker and was a giant in size. In some respects, Thornton was superior to Douglas and was well equipped to answer Lincoln's assertions.

Finally, it must be remembered that Thornton was to speak to an audience almost wholly biased to his views, and that Lincoln faced the task of convincing jurors with their minds already made up.

News of the impending debate was spread broadcast, bringing hundreds from surrounding hamlets and farms into Shelbyville early in the morning of June 15. The county seat boasted a population of about seven hundred, with perhaps three hundred voters. Later day estimates place the crowd that wished to hear the arguments at about one thousand persons, which, presumably, is an exaggeration. The debate was to be held in the courthouse (4), a small auditorium at best, but the largest obtainable. Lincoln arrived about noontime and in characteristic manner gathered a crowd which listened to his stories and to the banter for an hour or more. Then all took places in the Circuit Court chamber.

At this point it is well to let one of the participants in the debate take up narration. Judge Thornton, in 1896, prepared a short autobiography (5) and his whole mention of the debate is as follows:

ANTHONY THORNTON'S VERSION

"In June, 1856, I made an appointment to pronounce my first Democratic speech in the old courthouse in Shelbyville. There were but few Republicans in Shelby County at that time. Slavery, and intimately connected with it the Nebraska Bill, was the principal question for discussion. A committee

waited upon me and requested a joint discussion, to which I assented. On the appointed day Mr. Lincoln appeared. I had known him well for many years. As it was my meeting and as a matter of courtesy, I consented that Mr. Lincoln should open the discussion. He commenced at two o'clock and spoke until nearly five. He knew he was addressing people who sympathized with the South and he made a most ingenious and plausible speech. He, however, spoke so very long that I became apprehensive as to any effort I might make to a wearied crowd (6). I began my reply by telling one of Mr. Lincoln's stories and thus obtained the attention of the crowd and made a short speech.

"The meeting was a pleasant one. We parted with the kindest feelings and that was the last public speech (7) I ever heard Mr. Lincoln make."

VERSIONS BY ATTENDANTS

Seated on the platform around the court bench during the debate were prominent settlers of the district. Two survived to attend the unveiling of the painting and one at that time gave graphic recollections of the occasion. Col. Dudley C. Smith, who was a grown youth engaged in business in Shelbyville in 1856 and made an address at the ceremony in 1917. This address is printed in full at the beginning of this account of the original debate and of the unveiling of the picture.

Another pioneer who sat in the courthouse that memorable June afternoon was the Reverend Jasper L. Douthit, then just returned from college. However, Mr. Douthit's recollection of the debate is less complete. He attended the unveiling of the painting and spoke briefly. In a subsequent issue of *Our Best Words*, a Shelbyville monthly publication of which he is editor, he writes:

"So far as the writer is informed, the only persons now living who heard Lincoln and Thornton on that memorable occasion were Col. Dudley C. Smith and Jasper L. Douthit; and the latter does not recollect clearly about the debate. * * * While Douthit's memory was not quite clear as to events of that particular day, yet, nevertheless, he did recall the enduring impression made upon him when he heard Mr. Lincoln several times at that old courthouse; and especially

in the first speech Lincoln made there, giving his reasons for leaving the old Whig party and uniting with the Free Soil or Republican party (8). Then there were only about a dozen persons in Shelbyville to vote with Lincoln and only about one hundred fifty such voters in the county. Douthitt said: 'All the times that I remember hearing Lincoln speak, his face did shine as if all aglow with a heavenly vision. And I have always thought of Lincoln as having a very beautiful countenance. As I remember that face, it was radiant with honesty, peace and good will. It reflected Christlike love and sincerity of purpose for country and all mankind. The impression made upon me by contact with Lincoln has been an inspiring and guiding force throughout my life.' "

Such, then, are meagre accounts now available. Perhaps not more than two other persons who attended the debate were alive at the time the Root painting was unveiled and neither was present. John R. Harding, in 1856 a farmer boy, and in June, 1917, a retired farmer living in Moweaqua, Illinois, when asked for his recollections, writes:

"My only connection with the debate was the fact, as I understood it, that there were but twelve Republican voters in the county. I made thirteen. There were about two thousand Democratic voters—a cat and mouse difference. Party lines were taut—at times sulphurous. Politics dominated religion of all kinds. It is not so now. * * * I, of course, knew Mr. Lincoln, and Mr. Thornton, though a Democrat, was my valued friend" (9).

Prof. C. W. Jerome, who was in charge of a private school in Shelbyville in 1856, was reported to be living in Washington, D. C., at the time of the unveiling, but no word was received from him and efforts to communicate were futile. So far as ascertainable, no account of the debate ever was written by Professor Jerome.

Perhaps no hiatus in the study of Lincoln's political beliefs is left because the Thornton debate was not reported verbatim. The controversy itself is familiar. The arguments of Thornton's side are now immaterial. The arguments of Lincoln were elaborately set forth in his great debates with Douglas two years later. But it was in exactly these times that Lincoln's delineation of the Nation's problems became clear and

his faith in his own convictions grew steadfast. Calm statements of ideas in speeches such as the Shelbyville debate developed his acumen and simultaneously convinced his auditors of the speaker's ability as a leader.

In Shelby County, it appears little real strength was added to the embryonic party. Bissell polled a fair vote but was badly beaten in the county. Fremont received less votes than Bissell. However, seed was sown that bore fruit in loyalty to the cause of the Union at the outbreak of war, for many who sat in adverse judgment upon Lincoln's plea in debate were among the first to respond to his call for volunteers five years afterwards.

RESCUE FROM OBLIVION

No particular effort was made to memorialize the debate until Robert Marshall Root independently conceived the idea of painting it about the year 1903. Indeed, by that time, few living persons even knew such a debate had been held. Perhaps the only publication containing any considerable mention was a history of Shelby County in which the Thornton autobiographical notes appeared. Despite these handicaps, the artist valiantly undertook the labor, and for it he was well fitted. He had been born in Shelbyville only seven years after the day of the debate—though he never heard of it until the year 1900 or later—and grew to manhood with many of its participants his daily companions. Thornton was his close friend. Men with whom he had long associations in boyhood and even in mature years had been in the audience and from them he gathered information and, eventually, encouragement. His technical education, following common schooling in Shelbyville, came first in the School of Fine Arts of Washington University of St. Louis, Missouri, in the years 1888, 1889 and 1890. There he won all prizes for scholarships the school offered, including the Wayman Crow medal, and through the influence of its faculty, which recognized real talent in the student, was enabled to go to Paris, France, in 1891. For two years he studied under Constant, Lafabvre, Laurens and other modern masters at Julianne Academy, and in 1892 reached the pinnacle of the beginner's climb by having a painting hung in the French salon.

In 1893, Mr. Root returned to Shelbyville and opened the studio where the debate picture was made. Portraiture, by dint of circumstances, has been his forte, though he has accomplished notable successes with other projects. Commissions for life-size portraits of Anthony Thornton and Samuel W. Moulton were executed in 1898 and hung in the courthouse in Shelbyville. A large mural grouping called "The Holy Scriptures" adorned a Shelbyville church building. Two studies in portraiture were hung at the Louisiana Purchase Exposition in St. Louis in 1904, one of which was a bust of Agnes Hamlin, daughter of former Illinois Attorney General Howland J. Hamlin. Others had been made for patrons in Boston, San Francisco, Chicago and elsewhere. He repeatedly exhibited in the Society of Western Artists and in the St. Louis Artists' Guild, and several times in the Art Institute in Chicago with success. About the year 1903, after interviewing Thornton and Moulton in Shelbyville, Mr. Root determined to paint the Thornton debate.

From Thornton, Moulton (10), Douthit and others, he obtained a general notion of the grouping of figures. From old settlers and their living descendants he received a list of prominent persons who attended the debate. Next he gathered available pictures, mostly faded photographs, of attendants. From these sources and from personal observation of the subjects, he formulated his picture. More than five years were required for its completion and hundreds of changes were necessitated to preserve accuracy.

The completed canvas measures eight and one-half feet in width by six and one-half feet in height. Sixty figures form the group and fifty-three actual portraits are distinguishable. In portraying Lincoln, recourse was had to the familiar Alexander Hesler photograph taken in Chicago about 1860. For Thornton he used a full-length photograph of a group of congressmen (11) taken in Washington, D. C., in 1863. The portraits of others as painted are anachromatic in a few instances, for difficulty was encountered in the accumulation of individual family photographs taken at times near to the event. However, the picture, as a whole, is believed to be substantially accurate in detail.

EARLY SETTLERS IN THE PICTURE

By reason of their connections with events that enter into larger Illinois history, a majority of the men pictured merit especial attention.

Scarcely less conspicuous than Thornton was his contemporary fellow-citizen, Samuel W. Moulton, who is shown seated immediately at Lincoln's right hand. Born near Salem, Massachusetts, in 1821, and educated in eastern schools and colleges, Moulton came to Shelbyville in 1849, already admitted to the bar. He served in the Illinois Legislature for three successive terms, beginning in 1853 as a Democrat, and while there was largely responsible for measures which established the present free public school system of the State. In 1856 he was a Buchanan elector and in 1860 he supported Douglas. In 1864 he went to Congress as a war Democrat and while there was closely associated with Thaddeus Stevens and Benjamin Butler in the trial of Andrew Johnson. In 1880 and again in 1882 he was returned to Congress as a Democrat. In 1896 he became a Republican and remained with the party until he died, but never sought office under its standards. Moulton and Thornton for nearly fifty years were bitter rivals in public affairs and even while working in the ranks of the same party failed to co-operate.

Col. Dudley Chase Smith, who was present at the unveiling of the picture and spoke, was a native of Shelbyville, born on December 9, 1833. At the age of fifteen years he became clerk in a general store, but after two years went to Jubilee College, near Peoria, Illinois, founded by his father's uncle, Bishop Philander Chase. After one year he returned to Shelbyville and entered later into a partnership known as J. A. Roundy & Company. A few changes in the firm thereafter were made. In 1861 he volunteered at first call for troops to suppress the rebellion, enlisting as a private, but soon was elected first lieutenant of a Shelbyville company under Captain Cyrus Hall. Rendezvous was had at Jacksonville and on May 11, 1861, the company became Company B of the Fourteenth Illinois Regiment of Infantry, under Colonel John M. Palmer. Later, Captain Hall was promoted and Lieutenant Smith was made Captain Smith. At the Battle of Shiloh he was severely wounded. After two years, family need brought him back to

Shelbyville for about one year. In 1864 he accepted the colonelcy of the One Hundred Forty-third Illinois Volunteer Infantry and remained its commanding officer until mustered out of service. After the war, Colonel Smith traveled extensively. In 1871 he retired from business, left Shelbyville and located in Normal, Illinois, where he resided continuously thereafter. In 1885 he was married to Mary Bernardine Orme, daughter of William W. Orme of Bloomington, Illinois. Colonel Smith always has been an ardent Republican and for years after the Civil War aided his party on the platform. Twice he opposed in joint political debate Dr. A. L. Kellar, a Shelbyville preacher, and at Hillsboro he once met Gen. Jesse J. Phillips, later a justice of the Illinois Supreme Court.

George Durkee was one of the original Republicans of Shelby County and with Charles E. Woodward wrote for Lincoln to debate with Thornton. He was born in Vigo County, Indiana, on April 1, 1823, and in 1848 removed to Shelby County, where he became a farmer. He was a Whig until 1856, but proudly cast his vote for Fremont at first opportunity. It is reported that until 1858, Durkee was the only Republican voter in the whole northern tier of townships in the county. He was a member of the board of supervisors several terms. To the day of his death he prized a gavel carved from a fence rail hewn by his intimate friend Abraham Lincoln.

Charles E. Woodward, another known member of the committee which arranged for the debate, was born in Cream Ridge, New Jersey, on June 12, 1815, and was educated in a Quaker school in Philadelphia. He removed to Cincinnati when twenty-one years old and taught school there. Later he removed to Vincennes, Indiana, where he was married to Elizabeth Armstrong in 1836. Five years later the family came to Shelbyville and for several years young Woodward taught a school. He helped organize the Republican party in Shelby County and remained a staunch member until his death. In 1861 he was appointed postmaster of Shelbyville by Abraham Lincoln, but soon resigned to serve in the Union army. He was appointed lieutenant in the Seventy-ninth Illinois Volunteers by Governor Richard Yates and later became brigade quartermaster of the Third Brigade, Second Division,

Fourth Army Corps. He served throughout the entire war and when mustered out returned to Shelbyville.

Rev. Jasper L. Douthit, who, with Colonel Smith, spoke at the unveiling of the Root picture, was born four miles from Shelbyville on October 10, 1834. He taught school while a youth, then went to Wabash College for a year. He had just returned to Shelbyville from his freshman year when he heard the debate. In 1862 he was ordained a Unitarian preacher and has followed that line of religious endeavor ever since. Too weak, physically, to serve his country in the Union army, he preached its principles openly in his home and had thrilling experiences during its early war days as he fought the Knights of the Golden Circle in and around Shelbyville. For nearly fifty years he has been engaged in missionary work of various kinds near the city of his birth. Most important has been his founding and conducting of Lithia Springs Chautauqua. He has written an autobiography entitled "Jasper Douthit's Story."

John R. Harding, one of four auditors of the debate who lived to view the Root painting, was born at Newport, Maine, on October 18, 1832, where he resided until twenty-two years of age. After short residence in Pennsylvania, he came to Shelbyville in 1854 and remained in the town about twenty-five years. He was one of the first Republicans of the county. By occupation he was a farmer and at the time of the unveiling lived in retirement in Moweaqua, not twenty miles from the place where the debate was held.

George D. Chafee, who took an active interest in the painting and its unveiling, was born on July 2, 1839, in Rutland County, Vermont, near the birthplace of Stephen A. Douglas. While young he emigrated with his mother to Michigan and was graduated from its State University Law School in 1861, when he located in Shelbyville. He was a law partner of Samuel W. Moulton for thirty-five years. In May, 1868, he was married to Marie Smith, a sister of Mrs. Anthony Thornton and Col. Dudley C. Smith. He served in the Illinois Legislature several terms as a Republican.

Charles W. Jerome was born in Onandago County, New York, on September 8, 1828, and came to Illinois in 1852 as a school teacher. His first location was at Danville, but in

1855 he removed to Shelbyville to become head of the Shelby County Seminary, where he remained for fifteen years. He served from 1862 to 1865 in the army. In 1869 he became a member of the faculty at the Southern Illinois Normal University, at Carbondale, and eventually its registrar. In old age he removed to Washington, D. C., where, it was reported, he resided at the time of the unveiling. To his care as a teacher and example as a citizen many of Shelbyville's best citizens owe their early education and high ideals.

John A. Tackett was born in Shelbyville on September 28, 1832, son of Col. John Tackett of Virginia. He was educated in Shelbyville and in Paris, Illinois. He engaged in various kinds of business, success attending his efforts, and shortly before his death became president of the Shelby County State Bank in Shelbyville. The Tackett family kept the Tackett Inn on the public square of Shelbyville from the earliest settlement. It is related that in 1833, while Col. Tackett was mine host, Martin Van Buren passed that way and was a guest at Tackett Inn. The distinguished visitor came in a four-horse coach, with leathern springs, his baggage strapped to the rear. A committee of citizens on horses met the stage and escorted it with high honors to the inn, a log house boasting three rooms and a chimney. Mr. Root, while gathering data for the debate painting, learned of the Van Buren visit, and, although his research was far from complete, came to believe in its authenticity. In his possession are a few sketches and other materials which may lead to a picture illustrating this visit.

William Addison Trower was born in Albemarle County, Virginia, on October 11, 1833, and in 1917 resided in Shelbyville, where he came in 1847. As he has no present recollection of attending the debate, his name is not mentioned as among those present and yet surviving. He was first mayor of Shelbyville under city form of government in 1869. Politically he was a Democrat and served once as postmaster and once as sheriff, the latter at the outset of war. He is a lineal descendant of Potts Trower, who was with General George Washington during the Revolutionary War. In his possession is the original manuscript of an order in the handwriting of Washington, detailing an escort of fifty Colonial soldiers to

guard Potts Trower while on continental army business at Valley Forge.

Horace L. Martin was born in Jersey, Ohio, on July 11, 1836. He was educated in Central College, in Ohio, and came to Shelbyville in 1854 to work as a druggist. Later he was a clerk in a drygoods store but determined to study medicine. This he also gave up and finally entered business as a provisioner as a member of the firm of S. H. Webster & Company. In 1872 he discovered his bent in journalism and purchased an interest in the Shelbyville Union, a weekly newspaper, with Elgin and Parkhurst T. Martin, brothers. In 1873 he became sole owner and for nearly thirty years published The Union, the only Republican newspaper of the vicinity and the only daily newspaper ever published successfully in Shelby County. In 1907 he retired. He was a life-time Republican and one time postmaster of Shelbyville.

William F. Thornton was born in Virginia on October 4, 1789, and was a first cousin of Anthony Thornton. He was the first man of wealth ever to locate in Shelby County, coming there in 1833. Previously he had been in charge of a publication in Washington, D. C., supporting John Quincy Adams for the presidency. He had honorable service in the War of 1812. After brief life in Bourbon County, Kentucky, in 1833, he met Anthony Thornton upon Anthony's return from college in Ohio, and was the real cause of Anthony's coming to Shelbyville. As soon as established in Shelbyville, William F. Thornton built its largest house (12) and conducted a general merchandise store, a bank and a warehouse. He was sent to the Illinois Legislature in 1834 and several terms thereafter. Always progressive, he was a member of the first board of commissioners of the Illinois and Michigan Canal and in 1840 was sent by the State of Illinois to England, where he succeeded in selling the million dollar bond issue authorized by the State to build the waterway. For this financial feat accomplished when the credit of the young State was unestablished he was broadly praised. He continued in business in Shelbyville until death and left a large estate.

Noah Huffer was born at Reading, Pennsylvania, on April 3, 1828. With his parents he came to Ohio while a child and in 1849 rode horseback to Shelbyville. He was a blacksmith

by trade. Soon he began to manufacture in a small way buggies, wagons and farm implements. The plows and dirt scrapers used in construction of the Terre Haute & Alton Railroad from Mattoon, Illinois, to Pana, Illinois, later part of the Big Four Railroad, came from his shop. He was the inventor of the first two-row corn planter, in early Illinois days known as Huffer's Corn Planter. He retired in old age and died on April 29, 1899, at Cowden, Shelby County, Illinois.

Michael D. Gregory was born in Cayuga County, New York, on December 12, 1814, coming to Shelbyville in 1834. He was the town's first real estate broker. His death came in 1864. One granddaughter, Myrtle Gregory, about the year 1900 married James Shoaff, whose father, Thomas B. Shoaff of Shelbyville is a son of James and Nancy Shoaff, and Nancy Shoaff was a daughter of Dennis Hanks, cousin of Abraham Lincoln and his one-time tutor.

Joseph Oliver was born in Virginia on December 25, 1794. His record includes service in the War of 1812, after which he came to Illinois and for years traveled as an itinerant merchant through the southern districts. In 1827 he settled in Shelbyville and upon county organization was circuit clerk and judge of probate. He was the town's first postmaster and he taught its first school in a log cabin. He opened the first trading post for Indians. Mary Jane, his daughter, was the first white child born in the settlement, her birthday being February 3, 1828. For many years he was a justice of the peace. He died in 1880.

Cyrus Hall was born in Fayette County, Illinois, on August 29, 1812. In the Mexican War he was a lieutenant. For a number of years he kept a tavern in Shelbyville, but at the opening of the Civil War raised the first company of volunteers in the county and became its captain. He served as captain, major, lieutenant-colonel, colonel and brigadier-general during the next four years, obtaining his promotions by merit and valorous conduct in battle. After the war he became a merchant in Shelbyville and was its postmaster for ten years. He died September 6, 1878. The Shelby County organization of Grand Army of the Republic is named Cyrus Hall Post.

Abraham Middlesworth was born in Fairfield County, Ohio, on November 10, 1821, of English descent. He lived on a farm

in Pennsylvania until twenty-one years old, then became a cooper in Ohio. In 1840 he removed to Shelbyville and with his father occupied farm lands. Successful as a farmer, he extended his holdings until he owned about 2,500 acres, mostly in Shelby County. In 1877 he became president of the First National Bank of Shelbyville and continued in office twenty-five years. He was a Whig until the Republican party came into Illinois, and then a Republican.

Dr. Subal York was born in Randolph County, North Carolina, in 1816 and came to Illinois in 1834 with his parents, who located on a farm in Edgar County. After teaching school a few years, he attended a medical college. Following issuance of a license to practice, he located in southeastern Illinois, having offices at various times in Paris, Charleston, Shelbyville and Stewardson. During the Civil War he served as surgeon with rank of major. Doctor York was one of the first abolitionists and first prohibitionists of his district. In March, 1864, he was shot and killed in a riot in Charleston, Illinois, while trying to pacify a mob gathered in the public square.

Allen Hardin Barrett was born at Essex, Vermont, on August 28, 1825. Early in life his parents brought him to Rockford, Illinois. About 1855 he came to Shelby County and remained until 1878, when he removed to Lawrenceville, Illinois, later to Vincennes, Indiana, and eventually to Greenwood, Mississippi, where he died in 1895. During their residence in Shelby County, the Barrett family was most intimate with the Thornton family. Mr. Barrett was a lumberman.

Parkhurst T. Martin was born in Jersey, Ohio, on March 1, 1838, and came to Illinois in his early teens. He taught school in Shelbyville until war broke out, when he joined the Fourteenth Illinois Infantry and served as a private until 1864. Then he organized a new company and was its captain. After the war he became part owner of The Shelbyville Union, a weekly newspaper, with his brothers. In 1873 he went to Danville and edited the Danville Commercial. He also founded The Danville Saturday Opinion, one of the first prohibition publications of Illinois, but it failed.

William Eddy was born in Cork, Ireland, about 1830, and came to the United States in 1847, locating first at Galena, Illinois. By trade he was a shoemaker, which business he fol-

lowed until 1876, when he became a farmer in Shelby County. He had been a shoe dealer in Shelbyville from 1854 to 1875.

Ephraim H. Cook was born in Washington County, Maryland, on October 2, 1834. He came to Illinois in 1854 and after 1859 resided continuously in Shelbyville. He was a carpenter by trade and aided in the construction of many of the older buildings as Shelbyville emerged from a village into a city.

William Ward and John Ward were sons of James Ward, a native of Ohio who early removed to Kentucky. Both were imbued with the blue grass love for live stock, particularly horses, and after they came to Shelby County in 1830, they raised stock and farmed extensively and successfully. They were Whigs who became Republicans in 1860.

Hiram M. Scarborough was born in Hunterdon County, New Jersey, on September 4, 1834. At the age of seventeen years he learned the carpenter trade and in the early fifties located in Shelbyville, where he followed his occupation until the Civil War. In 1861 he joined the Fifty-fourth Illinois Infantry and throughout the next four years was lieutenant, captain, major and lieutenant-colonel in succession. In 1866 he returned to Shelbyville and engaged in dry goods business. He married Isabel Middlesworth, daughter of Abraham Middlesworth. He was one of the first Republicans of the county. At the time of his death he was vice-president of the First National Bank of Shelbyville.

John Root was the father of Robert Marshall Root, the artist. He was born in Vermont on April 1, 1822. His wife, mother of Robert, was Eunice Cook, a relative of Ethan Allen, and her father fought in the War of 1812. In 1848 the family removed to Union City, Indiana, and from there came to Shelbyville. John Root was one of the first locomotive engineers in Illinois, retiring in 1865 after long service. He died in 1879.

George Wendling was born on February 9, 1815, in Germany, and came to the United States in 1832. He was a blacksmith and located in Rose Township, Shelby County, in 1839, where he was a farmer. His son, George R. Wendling, achieved fame as a platform orator, especially in chautauqua and lyceum circles, from 1890 to 1900, and as a lawyer in the Illinois courts.

Hosea B. Funk was born in Monongahela County, Virginia, on February 14, 1800. In 1821 he removed to Ohio and in 1850 to Illinois. His father owned slaves in Virginia, but upon removing north became abolitionist. Four of Hosea's brothers lost their lives in the Union army. Hosea B. Funk was one of the first Republicans of Shelby County and heard one of the Lincoln-Douglas debates in addition to the Lincoln-Thornton debate. He died in Shelbyville in 1882.

J. A. Pfeiffer was born in Germany on January 15, 1837, and came to the United States in 1850, a lad of thirteen years, alone and penniless. After drifting across the continent as far as St. Louis, he removed to Shelbyville, where he resided twenty-six years. He was sutler of the One Hundred Fifteenth Illinois Infantry. Abraham Lincoln was his personal friend. In 1881 he removed to California and died at Orange, that state, in 1916.

Dr. William Headen was born near the Natural Bridge in Virginia on October 16, 1800. When fifteen years old, his family removed to Louisville, Kentucky. Later he studied medicine at Transylvania University and in 1829 came to Shelbyville to practice. He resided there until his death on October 27, 1863. In 1832 he served as surgeon in the Black Hawk War. He was a Whig until organization of the Republican party, when he became a charter member. Five of Doctor Headen's children—Mrs. Charles S. Woodward, Mrs. Anna Chew, Mrs. Robert E. Guilford, Walter C. Headen and Mrs. W. F. Knox—still survive and all of them have resided continuously in Shelby County throughout their entire lives. Four of them have resided continuously for more than sixty years in the City of Shelbyville a record unequaled by the family of any other man whose features appear in the Root painting. Of these, Walter C. Headen was for many years law partner of Judge Samuel W. Moulton.

Samuel French was born in Tennessee on December 10, 1829, and came to Illinois in 1842, first residing in Clinton County. He removed to Shelbyville about 1856 and became one of the county's farmers. He was a Republican first in 1860.

William Tackett was born in Bourbon County, Kentucky, on June 11, 1826, and knew Anthony Thornton from childhood.

He was brought by his parents to Shelby County at the age of three years. In 1849 he made a trip by prairie schooner to California, but failed to find gold. He returned to Shelbyville in 1852 and began the practice of medicine for which he early had been fitted. After a few fruitless years he became a farmer and was successful.

Robert Pugh was born in North Carolina and came to Shelby County in 1819, being of the second family of settlers. Charles Wakefield, Sr., was the county's pioneer, preceding Pugh in March, 1818. The Pugh and Wakefield families built rough log cabins near the site of the future county seat along the Kaskaskia River and lived by trapping, trading and farming. At the time of the debate, Pugh was the county's oldest living resident. Robert Pugh, a grandson, is now a practicing attorney in Shelbyville.

William A. Cochran was born in a grove southeast of Shelbyville on June 23, 1831, and in later years the place became known as Cochran's Grove. He was first a farmer, but in 1852 founded the Shelbyville Banner, a weekly newspaper. He joined the overland California parties of 1853, but returned to Shelbyville in 1856 and opened a business house. In 1864 he became clerk of the Circuit Court and held the office several consecutive terms, a Democrat.

Samuel Webster was born in Lorraine County, Ohio, on September 15, 1825. After education in common schools he engaged in mercantile lines and about 1855 came to Shelbyville to open a shop as pork packer, grain dealer, etc. In these lines he was successful. He was one of the original Republicans of the county and was postmaster of Shelbyville in 1878.

Morris R. Chew was born in Virginia and came to Illinois in 1844. He was a saddler by trade, but farmed extensively, and at his death in 1877 left large holdings of land to a son, William Chew, a lawyer who was at one time law partner of Anthony Thornton.

George W. Keeler was born in New Carlisle, Ohio, on February 14, 1832. He learned to be a tailor in Elkhart, Indiana, and on April 1, 1854, removed to Shelbyville. There he followed his trade a few years, but entered local politics and was county treasurer for six terms. Then he was a farmer and ended his days in real estate business.

Chattin Kelley was born in Tennessee in 1819 and removed to Shelby County in 1838 to become a farmer. He removed to Brownsville, Missouri, in 1878, never returning to Illinois to reside. A son, William C. Kelley, remained in Shelby County and became law partner of Howland J. Hamlin, attorney-general of Illinois, 1896-1900.

Dr. Enos Penwell was born in Abington, Indiana, on March 22, 1821. He was educated in the Indiana Medical College and came to Shelbyville to practice in 1853. For three years he served in the Twelfth Indiana Battery. He practiced medicine in Shelbyville nearly fifty years.

Charles C. Scovil was born near Syracuse, New York, on June 20, 1817, and emigrated to Shelby County in 1840. By training he was a carpenter, but in Illinois he engaged in manufacture of fanning mills to winnow grain, from which business he accumulated wealth. He was president of the board of trustees of Shelby County Seminary.

Burrell Roberts was born near Paris, Kentucky, on September 14, 1810, and after brief residence in Indiana came with his parents to Shelby County in 1829 and became one of the first settlers of the western part of the county. From boyhood he lived on a farm, but in mature years entered politics as a Democrat and for twenty-six consecutive years was county clerk. He died on February 10, 1881.

Many others were in the audience that heard the debate and are not shown in the picture and are not mentioned in these biographical notes. One or more of these pictured and mentioned probably was not present, but the artist used poetic license sparingly and in the main the picture is a faithful reproduction.

UNVEILING CEREMONY

The last stroke of the brush dried early in the year 1917 and the painting was hung first in the Assembly Room of the Shelbyville High School Building. Former Senator George D. Chafee of Shelbyville headed an informal committee of citizens which arranged for an unveiling. Quietly, in the evening of April 17, 1917, the ceremony was held. The attendants, including hundreds of descendants of those portrayed in the group on the canvas, crowded the room, with the board of supervisors of Shelby County in seats of honor.

The program was as follows:

Invocation.....	REV. JASPER L. DOUTHIT
Song, "Illinois"	QUARTET
Explanatory prelude.....	GEORGE D. CHAFEE
Song, "Star Spangled Banner".....	AUDIENCE
Song, "Auld Lang Syne".....	MRS. GEORGE D. CHAFEE
Unveiling of the picture	
Memories of Lincoln's Speech.....	
.....	COL. DUDLEY C. SMITH and REV. JASPER L. DOUTHIT
Song, "America"	AUDIENCE
Short addresses.....	SENATOR FRAN-
	CIS B. WENDLING, PROF. H. S. LYLE, PROF. H. D. SPARKS
Recollection of Individual Portraits.....	GEORGE D. CHAFEE
Song, "God Be With You Till We Meet Again"....	AUDIENCE
Benediction.....	REV. C. F. LAUER

(1) See *The Beginnings of The Republican Party in Illinois*, by William A. Meese, at pp. 17 *et seq.*

(2) Efforts to locate the actual correspondence which led to arrangements for the debate at Shelbyville were unsuccessful. In *The Life of Lincoln*, by Herndon and Weik, Vol. II., on p. 56, Mr. Herndon wrote: "Lincoln, having as usual been named as one of the presidential electors, canvassed the State, making in all about fifty speeches. He was in demand everywhere. I have before me a package of letters addressed to him, inviting him to speak at almost every county seat in the State * * *"

Mr. Weik was asked to search through this "package of letters" for correspondence relative to the Thornton meeting. He replied as follows: "* * * I beg to say I can find among the Lincoln papers which I have nothing that in any way relates to the debate between Mr. Lincoln and Judge Anthony Thornton of Shelbyville in 1856, which incident is referred to in your letter. In June, 1895, I visited Judge Thornton at his home in Shelbyville and have preserved the notes of my interview with him, from which I venture to quote as follows: 'In June, 1856, after having been a Whig all my life, I joined the Democratic party. Lincoln and I held a debate here in Shelbyville. I gave him the opening speech as a courtesy, but he consumed three hours and tired the crowd out for me.'"

(3) Anthony Thornton Autobiographical Notes, in possession of George D. Chafee, Shelbyville, Illinois.

(4) The debate was held in the second courthouse of Shelby County. The first one was built of logs in 1827-8 and cost \$110.00. William Hall, Sr., was its builder. In 1832 it was replaced by a brick and stone structure forty feet square and twenty-three feet high. The courtroom occupied the entire ground floor, and here Lincoln tried many cases. In 1834 the interior was improved and in 1837 a cupola was added. It cost \$1,094.00 as first constructed and stood in the center of a public square in Shelbyville. For thirty years Shelby County used this small building.

(5) Anthony Thornton Autobiographical Notes.

(6) It is not difficult to account for Judge Thornton's worry. Every attendant except a few fortunate enough to be inside the court railing had to stand up on a brick floor during the entire discussion. Apparently Judge Thornton never quite forgave Mr. Lincoln.

(7) It is not impossible that Judge Thornton erred in this regard. Thornton never debated with Lincoln at any subsequent time, but at least once he spoke from the same platform on political issues. See *Illinois Historical Collections*, Vol. III—Lincoln Series, Vol. I—on p. 562, "Humor of The Campaign," for an account of a meeting in Sullivan, Illinois.

(8) Surely Rev. Douthit refers to the address of Mr. Lincoln in his debate rather than to any other Shelby County speech, for it was unquestionably in the debate Mr. Lincoln told of his reasons for becoming a Republican. His affiliation was quite recent and theretofore he had appeared in Shelby County as a Whig.

(9) Letter to H. H. C., June 21, 1917.

(10) "I went to Judge Thornton first when I undertook the work and he agreed to help me all he could. From him I learned about the judge's bench, the jury box, railing, chairs, brick floor, windows and general grouping in the courthouse. His recollection was very clear. "Next I went to Judge Moulton and told him I was preparing to paint a picture of the debate between Mr. Lincoln and Judge Thornton.

" 'Debate? snorted Judge Moulton. 'There wasn't any debate. Lincoln made a speech!'"

Interview with Robert Marshall Root, May 8, 1917.

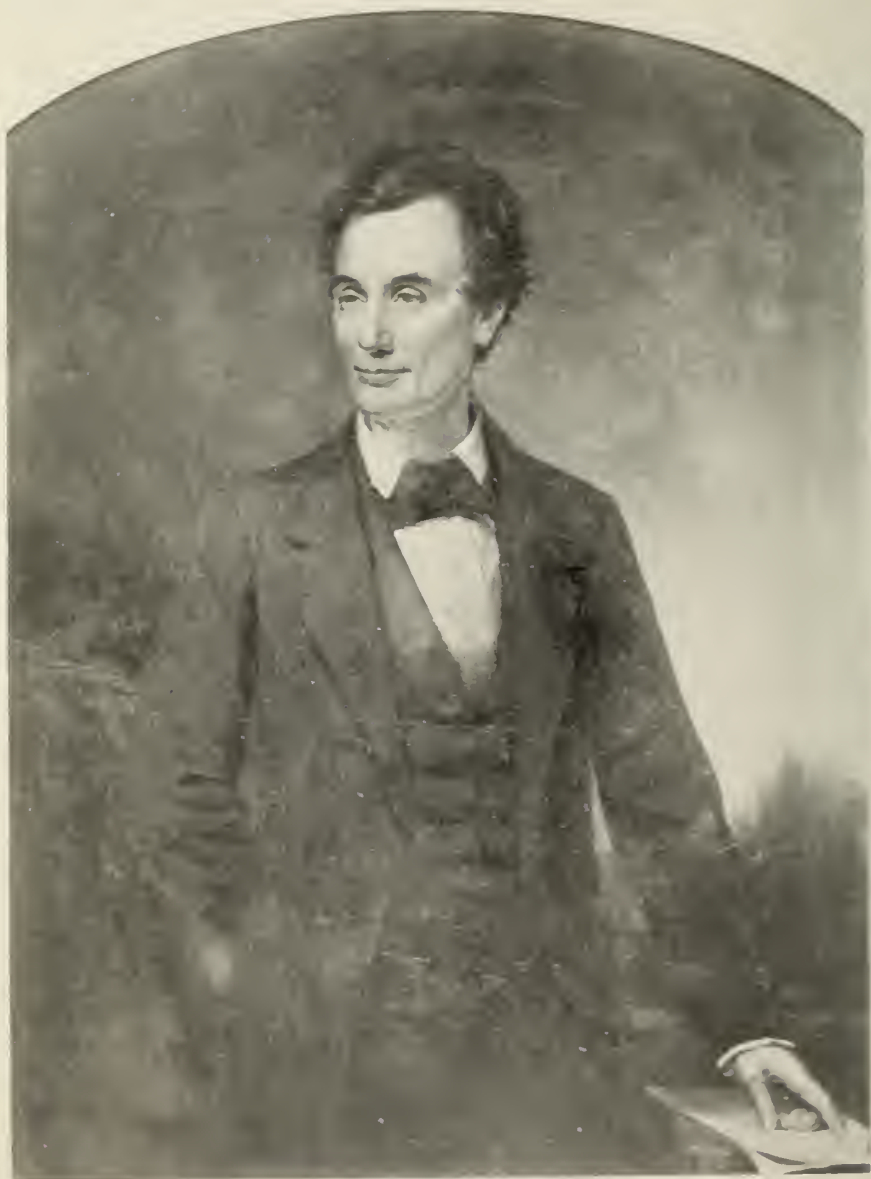
(11) Anthony Thornton rounded out his career brilliantly. His debate with Lincoln was followed by thirteen meetings during 1860 with Leonard Swett of Bloomington. During the Civil War he was made a major of militia and later was captain of a company of Shelbyville men all over six feet tall. The company, however, never was accepted for service.

In the convention of 1847 he helped revise the Illinois constitution adopted in 1848. Later he went to the Illinois Legislature and also was a member of the fruitless constitutional convention of 1862. In 1864 he was elected to Congress as a Democrat. Upon renomination by his party, he declined to make the race. In 1870 he was elected a member of the Illinois Supreme Court and served three years. During his service on the bench he wrote opinions in many cases yet cited as leading authorities in the State. Then he resigned.

In December, 1873, Judge Thornton helped to organize the Illinois State Bar Association and was its first president, being twice re-elected. In August, 1895, he was appointed to the State Board of Arbitration by Governor Altgeld, which was the last office of public importance he ever filled.

He died on September 10, 1904.

(12) Through the open window in the courthouse wall as painted by Mr. Root can be discerned in the distance an old frame building. This was the Thornton bank, store and warehouse. The artist used an old photograph of the building for copy.



ABRAHAM LINCOLN

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Abraham Lincoln

BY NORMAN G. FLAGG

AN ADDRESS DELIVERED ON LINCOLN'S BIRTHDAY, FEBRUARY 12, 1917, AT SHURTLEFF COLLEGE, UPPER ALTON, ILLINOIS, AT WHICH TIME A PORTRAIT OF MR. LINCOLN, OWNED BY THE COLLEGE, WAS REHUNG.

"Shurtleff College and the College Alumni honor themselves today in thus honoring Lincoln. At any time and in any place on American soil, it is appropriate that any American citizen should pay a tribute to the memory of the greatest American figure of the nineteenth century, and it is especially appropriate on this, his birthday, and on this spot revered for eighty years as a center of educational influence and of good citizenship, that we should pause a few moments at least, and witness this pleasing ceremony.

"Today, throughout our land, multitudes of our fellow citizens meet to speak the name of Lincoln, and to tell the sad and glorious story of his life—a story which surpasses in interest and in wonder any fairy tale ever framed by the human mind. In assemblies such as this there is being told the triumphant progress from the Kentucky log cabin to the White House of the plebian Lincoln—a plebian by birth, but a patrician in character—for it must have been of Abraham Lincoln that the author was thinking when he said: 'The question is not: Art thou of the nobility, but is there nobility in thee?'

"In gatherings like this the American people are today marking the contrast between the coming of Lincoln to Springfield—on a borrowed horse, and with all his earthly possessions in his saddlebags—and his final departure from Springfield in 1861 to assume the duties of President. Or they are today listening to the reading of that matchless specimen of pure English, simple and concise, the Gettysburg speech, or to the beautiful letter of consolation written by the President to

the Widow Bixby, who had lost her five sons in the Civil War—a letter which is used in Oxford University as a specimen of the purest Anglo-Saxon.

“Possibly these American audiences are today hearing the sad, sad story of Lincoln’s affairs of the heart, or, on the other hand, are being regaled with some of his truly numerous tales.

“And today we are reminded anew of the attitude assumed by members of Lincoln’s cabinet towards their President; they were too sophisticated to understand the simple and straightforward Lincoln, and they could not understand that a statesman and politician could be really honest and candid and sincere. Today a myriad of Lincolnian traits and Lincolnian experiences are being pictured to our American citizenship—the removal in 1816 from the Kentucky cabin to another cabin in Spencer County, Indiana, where the mother, Nancy Hanks Lincoln, died; the trip in 1830 in the prairie schooner to the prairies of Macon County, Illinois; the experiences as a flat-boatman, a rail-splitter, as a clerk studying the borrowed law books in leisure moments; as a volunteer and captain in the Black Hawk War; as a member of the Illinois Legislature at Vandalia for three terms; as a member of Congress for one term only; and as a practicing attorney, who was never adjudged by others of that profession to be a good lawyer because of his refusal to charge large fees, if in fact, any at all.

“It was Lincoln himself who said, ‘My early life was characterized in a single line of Gray’s *Elegy*: “The short and simple annals of the poor.”’ And he also tells us that the aggregate of all his schooling did not amount to one year. Of himself he also says, ‘If any personal description of me is thought desirable, I am, in height, six feet, four inches, nearly; lean in flesh, weighing on an average 180 pounds; dark complexion, with coarse black hair and grey eyes; no other marks or brands recollected.’

“With these earlier reminiscences of Lincoln we couple, in strange contrast, the career of the same man from 1856 to 1865—a decade of miraculous development in his career, when his native endowments and his vast wealth of wisdom, acquired by experience and observation, truly came into their own. What tale of fiction can equal the true story of Lincoln? As the years go by, affording us a more true perspective of

his life and work, the name of Lincoln is more and more revered; his fame becomes greater and grander, and the ruthless tests of time and history find in him no flaws. Few of us indeed can hope to be even remembered a century after our birth, whatever our advantages or achievements may be. Here before us is the portrait of a man whose name, 108 years after his birth, is known in every corner of the earth, and whose star becomes brighter and brighter each year among the constellation of the immortals—one of our fellow citizens, who proved to the world that kings and potentates can not approach in genuine royalty that God-made product, a true man.

“Is it not possible that advantages (so-called) are in many instances disadvantages? Does it not seem that the greater opportunities the less we are inclined to embrace them? Does not character develop best in an atmosphere of denial, of struggle, of drudgery? Lincoln was no great genius; he developed slowly and logically. His intellectual equipment was the result of years of struggle, but he had, by the gift of God, that divine attribute, met with none too often in this world of ours—common sense. And with this precious trait was coupled a strength of character which enabled him to overcome obstacles. He was honest, he was good-natured, he was sincere; he was kind of heart, he was a lover of his fellow-men; he was so great and still so humble; so simple and still so shrewd; so human, and still so closely approaching the divine.

“No words of mine nor of yours can adequately picture Lincoln, but one thing we can do, all of us, and to the student body who honor us with their presence here today I would especially address myself—we can try to emulate his example. We can try each day to be kind, to be honest, to be sincere, to be sensible, to be lovers of mankind, to embrace our vast opportunities, and furthermore to take a practical interest in this land which Lincoln had a large share in leaving intact for us. And especially in this international crisis which threatens to involve our country, should the spirit of Lincoln be invoked.

“As the United States needed Lincoln fifty years ago to free a race from bondage, so today is the world in urgent need of a Lincoln who shall strike the shackles of a devilish militarism from the limbs of a suffering, bleeding and sorrowing humanity. Were Lincoln alive today, I imagine he would

repeat, almost verbatim, those soul-stirring words of his first inaugural, when he appealed to the South, as follows: 'We are not enemies, but friends; we must be friends; though passion may have strained, it must not break our bonds of affection. The mystic chords of memory stretching from every battlefield and patriot grave to every living heart and hearthstone all over this broad land, will yet swell the chorus of the Union, when again touched, as surely they will be, by the better angels of our nature.'

"Friends, as we today go our respective ways from this happy occasion, let us ponder well the story of Lincoln. Let each one of us draw his own lesson, and apply it practically to himself. Let us try to make good—each in his allotted place and station, be it high or low—so that it may finally be said of us, not merely that we have led a blameless life, and not merely that we have each filled his little niche in the world, but that, like Lincoln, we have done our very best with the opportunities given us."

The Catholic Bishops of the Diocese of Alton, Illinois

BY REV. A. ZURBONSEN, QUINCY, ILLINOIS

The following sketches are intended to portray in brief outlines the lives and activities of the mitred men who held spiritual jurisdiction over that part of Illinois which today constitutes the diocese of Alton, Illinois.

RT. REV. WM. QUARTER, D. D.

FIRST BISHOP OF CHICAGO—MARCH 10, 1844-APRIL 10, 1848

During the Fifth Provincial Council of Baltimore, which convened May 14, 1843, the bishops present proposed to the Holy See the formation of three new bishoprics, namely, Little Rock, Albany and Chicago. The pious and zealous pastor of St. Mary's, New York City, was appointed first Bishop of Chicago. He was consecrated by the great Bishop John Hughes in the old Cathedral on Mott Street, New York City, on the third Sunday of Lent, March 10, 1844.

With the coming of Bishop Quarter to Chicago the southeastern portion of the present Alton diocese became eliminated from the jurisdiction of the Bishop of Vincennes, whose valiant clergy were likewise withdrawn and henceforth became subject to the new Ordinary of Chicago. Likewise did all rights of Bishop Rossati of St. Louis cease over Illinois.

Bishop William Quarter was born in Killurine, Kings County, Ireland, January 21, 1806. When sixteen years old he came to America, April 10, 1822. The vessel in which he sailed landed at Quebec. He applied to the bishops of Quebec and Montreal to be received as an ecclesiastical student, but his youth was urged as an objection. He then went to Mt. St. Mary's, Emmitsburg, Maryland, where he was gladly welcomed by Father Dubois, president of that institution. His progress, owing to a well-made preparatory course was rapid. On September 19, 1829, he was raised to the dignity of the

priesthood by the Rt. Rev. Dr. Dubois, Bishop of New York, under a special dispensation, he not being twenty-three years old. He became at once pastor of St. Peter's and on June 9, 1833, pastor of the new St. Mary's parish, which position he held till elevated to the Episcopacy in 1844. The recall of the priests by the Bishop of Vincennes from in and around Chicago and other portions of the eastern half of the State beset the new bishop with unexpected difficulties. In consequence he set about founding a college, the nucleus of the future University of St. Mary of the Lake, beginning with six students and two professors. Throughout his short episcopal career he maintained the same unflagging, zealous spirit which had characterized him as pastor in New York. He set out on a tour of inspection of the diocese. A diocesan visitation in those days was an arduous undertaking fraught with many risks and hazards, at a time when the vehicle was an ox-team or horse wagon, or horse-back, sitting on the quaint saddlebags, journeying in the marsh or prairie or through the forest—for Illinois along her creeks and rivers had in the forties her heavy wooded sections. Add to all this his mental work preparing for and holding his synod, publishing his excellent pastorals to mission rectors and their flocks, and above all that ever abiding thought "The solicitude of all the Church," of which an account is to be handed to the Shepherd of Souls. No wonder, being anyhow of a frail and delicate constitution, when he was shouldered "with a load that would sink a navy," he sank under the weight, writes Father Shaw in the story of the La Salle Mission, and after four years strengthened by all that is refreshing and hopeful, passed to his Lord, Whom he had served so faithfully. *Consummatus brevi explevit multa!*

Bishop William Quarter, who died a rather sad and sudden death April 10, 1848, was buried in a vault under the main altar of old St. Mary's Cathedral, in Chicago. R. I. P.

RT. REV. JAMES OLIVER VAN DE VELDE, D. D.
SECOND BISHOP OF CHICAGO—FEBRUARY, 1849–NOVEMBER, 1853

The calamity which by the sudden death of the energetic young Bishop Quarter had cast a pall of gloom and sadness over the youthful diocese of Chicago on April 10, 1848, was somewhat mitigated when it became known that the Holy See

had found a worthy successor to Bishop Wm. Quarter in the person of Very Rev. Oliver Van de Velde, S. J., native of Belgium, born April 3, 1785. He was a former president of St. Louis University and vice president of the Order; a man of great moral force and learning, well equipped for the exalted, though onerous and responsible position. The brother of our deceased bishop who had been his vicar general and counsellor in many difficulties and perplexities, Very Rev. Walter J. Quarter, had acted in the meantime as administrator of the bereaved diocese, receiving the appointment to that position from the Most Rev. Dr. Eccleston of Baltimore.

The prominent position occupied by Father Van de Velde in his own order, the important services rendered by him to the cause of religion in the United States and the acquaintance which was thus formed between him and many prelates of the church who entertained a high appreciation of his talents, piety and zeal led to his being selected as the successor of Bishop Quarter in the diocese of Chicago. Archbishop Eccleston received from Rome the bulls appointing him to that See December 1, 1848. He was consecrated by the Archbishop of St. Louis, Most Rev. Peter Kenrick, assisted by Bishop Loras of Dubuque and Bishop Miles of Nashville, on Sunday, February 11, 1849, in the Church of St. Francis Xavier, attached to the St. Louis University. Bishop Spalding of Louisville preached the consecration sermon.

The advent of the new Bishop into his diocese was hailed with delight by the clergy and laity of Chicago. After spending a few months in arranging the concerns of the diocese in Chicago and vicinity, he began his first visitation July 25, 1849. These visitations were journeys of severe labor and unremitting zeal for the spiritual improvement of his flock. Besides administering Confirmation at all practicable times and places, the distances were so great and the means of traveling so inconvenient and uncertain, that he had to pass through the country as a missionary laboring for the salvation of souls and performing every kind of clerical and spiritual service. Twice he made such episcopal visitations throughout the vast extent of his diocese within whose con-

fines the entire state was embraced, hence also the territory of the present Alton diocese.

Bishop Van de Velde's health had not been very good for several years; he suffered severely from rheumatism which was greatly aggravated by the cold, damp and penetrating air of Chicago. His health was still further impaired by the anxieties of his office and by the hostility and opposition of a small number of his clergy and laity. A few disaffected persons can accomplish much evil, and Bishop Van de Velde found himself frequently without adequate sympathy or support in his charitable efforts. (R. H. Clark in "Lives of Deceased Bishops.")

In consequence of his suffering health and the unfavorable influence of the northwestern climate he forwarded a petition to Rome to be released from the burden of office. It was during the second visitation of his diocese that he finally received from Rome the brief transferring him to the vacant See of Natchez, Mississippi, agreeably to his own request. The transfer dates from July 29, 1853. Bishop Van de Velde departed for the South November 3, 1853 and arrived at Natchez November 23, where he was most joyfully received by all the clergy and people who had so often heard of his great labors, noble sacrifices and heroic services to religion.

He died November 13, 1855, on the Feast of St. Stanislaus in whose honor he had just finished a novena, aged 60 years and 7 months. His remains were deposited in a vault under the sanctuary of St. Mary's Cathedral in Natchez.

RT. REV. ANTHONY O'REGAN, D. D.

THIRD BISHOP OF CHICAGO—1854-1857

Bishop O'Regan was born in the Town of Lavalloe, County Mayo, Ireland, in the year 1809. After completing his preparatory studies he spent eight years in Maynooth going through a thorough course of philosophy, theology, church history and sacred eloquence. Having completed his ecclesiastical studies he received Holy Orders and said his first Mass in the chapel of the Maynooth College. His superiors were anxious to retain the talented young priest for college work. With great success he taught for ten years at St. Jarlath's in Tuam, after which he rose to the presidency of the

institution; this position he occupied for five years with the greatest distinction.

In 1849 Archbishop Kenrick established his seminary at St. Louis and installed Father O'Regan, whom he had induced to come to America, as president. Under his regime the Seminary soon began to flourish and to send forth worthy laborers in the vineyard of the Lord.

Since the bishopric of Chicago had become vacant by the resignation of Bishop Van de Velde, the unanimous choice fell upon Father O'Regan as the man eminently qualified to fill the Episcopal office of that rapidly growing diocese. His name for the position was forwarded to Rome. The Holy See, in consequence of the strong recommendation and unanimous endorsement of Father O'Regan nominated him for the Chicago diocese and the bulls of appointment were immediately transmitted to the Archbishop of St. Louis. However, the Bishop-elect strenuously opposed the nomination and sent back the briefs to Rome. But the Holy See had spoken and did not withdraw its appointment. The bulls were returned to the Bishop-elect, who said: "I accept them only in the spirit of obedience."

On July 25, 1854, the feast of St. James the Apostle, the ceremony of consecration took place in the Cathedral of St. Louis; the Most Rev. Archbishop Kenrick was consecrator. The assistant Bishops were Rt. Rev. Oliver Van de Velde of Natchez, Rt. Rev. John Martin Henmi of Milwaukee, Rt. Rev. Mathias Loras of Dubuque and Rt. Rev. Bishop Miles of Nashville. The eloquent sermon was preached by Rev. James Duggan of St. Louis (who a few years afterwards succeeded him as Bishop of Chicago).

On the 3rd day of September, 1854, the ceremony of installation took place in St. Mary's Cathedral amid the universal rejoicing of the clergy and laity of Chicago. It is easily understood that a vast field was opened to Bishop O'Regan on his arrival in his See city, and mighty interests at stake claimed his immediate attention, and he lost no time in looking after the pressing needs of the diocese.

When making a visitation of the diocese, he encountered as many hardships as his predecessors, but physically a strong man, he never knew sickness nor fatigue, hence he would fre-

quently walk from one mission to another when the distance was not too great.

But Bishop O'Regan was by no means a happy man under the weighty burden of the mitre. He had accepted the dignity of the Episcopacy under protest, in obedience, and he could never make the onerous duties congenial to his tastes. After a "trial," as he called it, he determined to go to Rome and place his resignation into the hands of the Supreme Pontiff. Bishop O'Regan's resignation was reluctantly accepted and he was appointed Bishop of Dora *in partibus infidelium*.

He passed the remainder of his life in quiet retreat at Michael's Grove, Brompton.

The third Bishop of Chicago died November 13, 1866, aged 57 years. His remains were conveyed to his native parish of Cloufad, Archdiocese of Tuam, where they found their last resting place. R. I. P.

RT. REV. JOSEPH MELCHER, D. D.

BISHOP-ELECT OF THE DIOCESE OF QUINCY

While the first Plenary Council of Baltimore was in session (1852) it was unanimously decided by the prelates assembled that the great diocese of Chicago, which comprised within its jurisdiction the whole State of Illinois, be partitioned and a second diocese in the southern part of the State be created. A petition to this effect was at once forwarded to Rome. Pope Pius IX acquiesced in the wishes thus expressed, and under date of July 29, 1853, formally and officially approved of the establishment of the new diocese of Quincy. The document which announced this important decision was signed by Cardinal Lambruschini. The territory set apart for the Diocese of Quincy comprised the counties of Adams, Brown, Cass, Menard, Sangamon, Macon, Moultrie, Coles and Edgar, on a line from the Mississippi to the Wabash River. It was to be a suffragan bishopric to the archbishopric of St. Louis. The new diocese had at the time of its erection (rather at the end of 1853) 51 churches, 34 missions, 23 priests and 42,000 members. Bishop Van de Velde had always manifested a great interest for Quincy, yea even previous to the receipt of above mentioned papal bull he had already selected a convenient spot for a future cathedral and episcopal resi-

dence there, in June, 1852. Had his ailments and adverse local conditions not influenced him to abdicate and move south to Natchez, Quincy would have had its bishop there and then.

Rome's selection for first bishop of the new diocese fell upon the Very Rev. Joseph Melcher, priest and Vicar General of the Archdiocese of St. Louis. However, Father Melcher declined the honor and refused to accept. Foreseeing the difficult task which awaited him as administrator of Chicago, which duty was assigned him since the resignation of Bishop Van de Velde had been acceded to by Rome, he became timorous. The Quincy diocese—*sede vacante*—was then placed under the administratorship of Archbishop Kenrick of St. Louis and that of Chicago under the bishop of Milwaukee till the appointment of Bishop Anthony O'Regan to the vacancy of Chicago, who was consecrated in St. Mary's Cathedral of that city on September 3, 1854.

And what became ultimately of the See of Quincy? Remonstrances to its continuance were sent to Rome based on allegations that Quincy as a seat of a bishop was too far removed from the center of the diocese, being located almost in its extreme northwestern corner. At the Provincial Council held in St. Louis, October, 1855, the opponents to Quincy were in the majority, resolutions were adopted by which the transfer of the See from Quincy to Alton was urgently suggested to the Roman propaganda. Rome acted on this suggestion, the Diocese of Alton was established January 9, 1857, with the appointment of Rev. Damian Juncker of Dayton, Ohio, as its first bishop. The diocese of Quincy became absorbed by that of Alton.

Bishop-Elect Melcher continued his duties as priest and Vicar General in St. Louis until his elevation to the bishopric of Green Bay, Wisconsin, July, 1868. He died in 1873.

A native of Vienna, he was born in the Austrian capital March 19, 1806, ordained a priest March 27, 1830, and arrived in America in 1843, when he at once set out for St. Louis, Missouri. R. I. P.

RT. REV. HENRY DAMIAN JUNCKER, D. D.

FIRST BISHOP OF ALTON—1857-1868

Rt. Rev. Henry Damian Juncker, the prelate chosen to preside as first bishop over the destinies of the infant diocese

of Alton, was a man distinguished for the sanctity of his life and the devotedness to his missionary labors. He was a native of Fenetrance, Lorraine, born August 22, 1809. He came to this country when young, attached himself to the Diocese of Cincinnati, made his ecclesiastical studies in that city and was raised to the priesthood by Bishop Purcell on Passion Sunday, March 16, 1834, at Cincinnati, being the first priest ordained by that prelate.

He was appointed to Holy Trinity, the first German church in Cincinnati, and in 1836 became rector of St. Mary's, Canton, attending it with its numerous missions for ten years, when he was transferred to Urbana, also a position of no little labor. In 1845 he was made pastor of the Church of Emmanuel at Dayton. Father Juncker had spent twenty-three years in onerous missionary labor until 1857, when he became bishop of Alton. The consecration ceremonies were performed by Bishop Purcell on Sunday, April 26, 1857, in St. Peter's Cathedral, Cincinnati. The assistant prelates were Bishop Henni of Milwaukee and Bishop Young of Erie. There were also present Bishops Niles, Lefevre, Spalding, De St. Palais and Carroll.

The work to be accomplished by Bishop Juncker in a new and rapidly growing country, then but imperfectly supplied with priests, churches and schools, was arduous and difficult. He spared no effort to build up the church around him, and to supply his flock with the blessings of religion and education. His visitations of his diocese were long and severe journeys, and laborious missions among the people, in which the bishop performed every office of the priesthood.

At his arrival the Diocese of Alton was supplied with 58 churches, 30 stations, 28 priests and a population of about 50,000. The bishop soon became convinced that his diocese was suffering for want of priests. Unable to satisfy himself in this country he turned his eyes towards older lands in the hope of recruiting available subjects. Accordingly he left late in the fall of 1857 for France, Italy, Germany and Ireland. In all these countries his efforts were crowned with success. Accompanied by many of his recruits he sailed for Havre in June, 1858, eager to repair to his diocese. On his return home he lost no time to prepare his students for ordination. To the

Franciscans he gave charge of the important mission at Teutopolis in Effingham County.

The statistics of the Diocese of Alton in 1868, the year of the bishop's death, contain the proudest eulogy on Bishop Juncker and his work. The number of priests was increased to 100, beside 25 clerical students, the churches to 123, the parochial schools to 56. He bequeathed to his diocese also two colleges for boys, six academies for girls, two hospitals and an orphan asylum. He also erected the present fine episcopal residence, intended at the same time to serve as his ecclesiastical seminary.

After a long and severe illness Bishop Juncker died at his residence in Alton on the Feast of the Guardian Angels, October, 2, 1868.

RT. REV. PETER JOSEPH BALTES, D. D.

SECOND BISHOP OF ALTON—1870-1886

Ensheim, in Rhenish Bavaria, claims honor of being the birthplace of the second bishop of Alton diocese, the Rt. Rev. Peter Joseph Baltès, D. D. There he first saw the light of day on April 7, 1824. When six years old he immigrated with his parents to America. The family settled in the State of New York. At the age of sixteen he took private lessons and thereupon continued his classical course at Holy Cross College, Worcester, Massachusetts. He studied philosophy and theology at the Seminary of St. Mary's of the Lake, Chicago, whilst he himself was instructor in German and acted as prefect of studies. On May 21, 1853, he was elevated to the priesthood at the Grand Seminary of Montreal. His first mission was Waterloo, in Monroe County, where he remained until 1855, when he was ordered to Belleville. Here his first care was to place the parochial school on a good, solid basis. For this purpose he called in the school sisters of Notre Dame. His next attention was directed towards building a new church. Everything went seemingly well in spite of many oppositions and difficulties when owing to some defects in construction the grand edifice, which was nearing completion, collapsed. Undaunted and undismayed by these reverses, Father Baltès resumed work again only more complete and secure. The dedication of St. Peter's—now the Belleville cathedral—

was a day of triumph for the indomitable rector. Archbishop Kenrick of St. Louis preached during the Pontifical Mass celebrated by Bishop Juncker, and Rev. P. J. Ryan, the late Archbishop of Philadelphia, delivered in the evening one of his best lectures, never to be forgotten by those who had the privilege of hearing it.

When, in 1866, Bishop Juncker went to Baltimore to attend the Second Plenary Council, his choice fell on the Belleville rector as his theologian. Upon the suggestion of Archbishop Purcell of Cincinnati, he was, on the way to Baltimore, made vicar general of the Alton Diocese. When Bishop Juncker died, Father Baltes was appointed administrator of the vacant See. During his administratorship he obtained from the Illinois State Legislature the passage of a law under which the Catholic congregations and institutions of the diocese could be incorporated, entitled: "An Act to provide for the holding of Roman Catholic Churches, Cemeteries, Colleges and other property." It was a wise and prudent move on his part, as was repeatedly demonstrated soon after the law's enactment.

On September 24, 1869, Very Rev. Administrator Baltes was appointed by Pope Pius IX to succeed Bishop Juncker. The consecration of the new Bishop took place in the church built by him, St. Peter's in Belleville, January 23, 1870. As nearly all the bishops were in Rome attending the Vatican Council, the difficulty was to secure bishops for the occasion. Rt. Rev. Bishop Luers of Fort Wayne, one of the few who had remained at home, was the consecrator, assisted by Bishop Toebbe of Covington—just consecrated himself—and by the Very Rev. P. J. Ryan, vicar general and administrator of St. Louis.

Father Baltes had been great as pastor, he became even greater as bishop. This he proved by submitting the whole diocese in all its varied activities to a thorough reorganization. He established regulations, laws and discipline and demanded indiscriminately obedience and respect for Episcopal authority. He waged an unrelenting war with some of the foremost and ablest Catholic newspapers of the land, which had again and again assailed his authority in matters of discipline. Ambitious in his work, he aimed at finding himself placed at the

head of the finest body of clergymen in the country and a time came when it was deemed an honor to belong to the Diocese of Alton.

After a life of great activity Bishop Baltes died February 15, 1886. His funeral took place February 19, and was attended by Archbishops Feehan of Chicago, Kenrick of St. Louis and Heiss of Milwaukee, and by Bishop Hogan of Kansas City, by 160 priests and vast crowds of the laity. The remains were deposited in the vault under the sanctuary of the cathedral beside those of his predecessor, Bishop Juncker. R. I. P.

John Foster Leaverton

SOLDIER OF THE AMERICAN REVOLUTION, AMERICAN PIONEER, AND
HIS DESCENDANTS

BY NANCY J. LEAVERTON SALE

John Foster Leaverton was born in 1755 in London, England. At the age of sixteen he came to America and settled in Carolina County, Maryland, at about the age of 21. He enlisted January 28, 1776, and served seven years as a private in the Revolutionary War. In Vol. 18, Archives of Maryland (Folio 24), his name appears on the muster roll of the Fourth Independent Company of Maryland Regular Troops (Talbot County), Captain James Hindman, date of discharge not given. He was married July 16, 1781, in Caroline County Maryland, to Hannah Wilson, born July 11, 1757. They lived in Maryland a number of years, then moved to Guilford County, North Carolina, living there until the year 1806, when he with his wife and sixteen children moved to Highland County, Ohio. He died March 1, 1838. His wife died April 17, 1835. Both are laid to rest on his old home farm on the Washington Road near Leesburg, Ohio. Their children all lived to be grown and the eighteen sat together at their table in a circle unbroken by either marriage or death. Five of the sons served in the War of 1812, and a great number of the grandsons served in the Civil War. The names of the children were Nancy, Foster, Solomon, Sarah, John, Thomas, Wilson, Daniel, Rebecca, Noah, Anderson, Elizabeth, Hannah, Rachel, James, George.

The following article is from a contributor to a Highland County, Ohio, paper:

"A few miles east of Fall Creek Church was a prosperous Quaker settlement on Hardin's Creek where a number of pioneers from Virginia and North Carolina settled. Midway between these pioneers was the domicile of a Revolutionary

soldier and sturdy old patriot, John Foster Leaverton from North Carolina. He was a marked and conspicuous character for his sturdy independence and the energy with which he laid the foundation of a solid fortune for his family. He settled in the forest and pitched his tent on what is now the splendid farm of Allen Johnson. Being a Revolutionary soldier for seven years, he nursed his patriotism with a fervor and zeal that would develop itself on the Fourth of July or later on Jackson's victory (8th of January, 1814).

"My earliest recollection of the sterling old veteran of Monmouth, Cow Pens, '96 and Yorktown, was at a Fourth of July celebration in Hillsboro. He and old George Spickard, Adam Shafer and a Mr. Eggleson of Madison always had front seats on the platform. George Spickard and John Foster Leaverton were comrades under Gen. Nathaniel Green, and shared the fortunes of Washington's ablest general, who held the south against fearful odds, and at last cooped up Cornwallis at Yorktown, the crowning triumph of a brilliant campaign. John Foster Leaverton was a good type of the stern, hardy and independent American citizen, who had passed through the perils of the revolution, in which he bore the part of a faithful soldier for seven years. He brought with him a large family, mostly boys, who shared with him the hardships of the woodsman's life, and mostly all of them became prosperous farmers and useful citizens of Highland. His homestead was on the first road leading from Hillsboro to Greenfield. Here he erected a two-story brick residence, among the first in the country, and it was a hospitable and popular tavern in the early history of Highland. Here elections and musters of the militia were often held and it became the nucleus of a thriving settlement on Hardin's Creek. Mr. Leaverton was a prosperous farmer and a successful financier. He knew the value of money and the magical wonders of compound interest, or simple ten per cent. His surplus was always safely invested upon good security and in a few years he was a successful and prosperous banker. He and his near neighbor, old Jimmy Wright, did the discount business for merchants and traders, and often saved them a ride to Chillicothe, the banking town for southern Ohio. Many a time I have had accommodation from these old gentlemen, who adhered strictly to

the dollar of the fathers, and repudiated bank paper, even when United States bills were above par. I remember on one occasion, on our return from a New Orleans trip (in 1822 perhaps) Mr. Leaverton came in to receive a payment of some \$700.00. It was counted out in silver dollars, then placed in his old revolutionary saddlebags and left on top of a nail keg in the store, while he was out meeting some friends 'across the way.' In the meantime Samuel Smithson came into the store and purchased ten or fifteen pounds of nails, which were put loose in a pair of old Virginia or North Carolina saddlebags very similar in appearance to Leaverton's and they were left on an adjoining keg of nails while Smithson was away. Mr. Leaverton came in, saying it was about time to start home, and picking up the pair containing the nails he threw them over the saddle and mounted his horse. In about an hour Smithson came in for his nails and perceiving the mistake wondered what had become of his purchase. I told him Mr. Leaverton had taken them in place of \$700 in silver. Smithson laughed heartily at the mistake. I procured a horse and was just starting in pursuit of Mr. Leaverton when he came dashing up in great haste, and with his usual exclamation when in earnest, said, 'Boys, I'll eat the devil if I haven't lost my saddlebags, and got a pair full of nails!' The old gentleman was greatly relieved and comforted when Smithson carried out the silver and made an exchange, after which he stood treat at Roads' Tavern, across the way. This morbid and peculiar appetite for 'eating the devil' was, I suppose, acquired in the revolutionary struggle when General Green's soldiers lived on 'hard tack' and Marion's famous dinner to Major Ferguson, his prisoner, was roasted sweet potatoes. Later, in 1827, our firm had endorsed a note for \$400.00 to Mr. Leaverton in favor of a horse buyer, who failed and left the country. Before it was due Mr. Leaverton entered protest as his own notary public by coming to town, announcing the flight of the party, and saying emphatically, 'I'll eat the devil, but you will have to pay that fellow's note, for he has left the country and no one knows where he has gone.' The man was found and the note paid. A Buckeye boy of today finds a different and an easier road to travel. Then a wild, romantic and toilsome journey, not without its dangers, its

romance and excitement. How changed, to the dull, monotonous whir and rush of the modern lightning express car, in which is lost much of the charms of rural and wild mountain scenery. The old home Mr. Leaverton built in 1806 is still standing and in very good repair."

Noah Leaverton (tenth child of John Foster and Hannah Wilson Leaverton) was born June 9, 1796, in Guilford County, North Carolina, and with his parents, fifteen brothers and sisters, moved to Highland County, Ohio, in 1806. He was married there about 1818 to Nancy Bunton, born May 1, 1799. She was the daughter of William Bunton, a soldier in the Revolutionary War. In 1820 Noah Leaverton moved to Indiana, where with one or two others he laid out the city of Indianapolis. In 1822 he was awarded the contract to build the jail and later the old Browning House; also helped build the first bridge over the river and the courthouse. In 1837 he removed with his family to Pocahontas, Bond County, Illinois, where he purchased thirteen hundred acres of land and built a new home. In connection with farming and stock raising, he continued contracting and building. On December 29, 1838, he was called upon to mourn the loss of his wife. She was laid to rest on a beautiful hill on his new home farm. To them were born ten children, John A., Nancy, Wilson, Hannah, Noah, Sarah, Margaret, three dying in infancy. On December 12, 1839, he was married to Frances Farrar, born March 6, 1817, in Robinson County, Tennessee, taking up their residence again at his new home and remaining there for a number of years. In 1850 he was master of ceremonies at the raising of the new schoolhouse in Pocahontas. He was in his shirt sleeves, for the weather was warm, and had his sleeves rolled up and taking a position a little aside he called out in rhythmic time the words, "He yo, boys; he yo!" throwing the accent on the word "boys" and coincident with the pronunciation of the accented syllable, the men who had hold of the ropes gave a strong pull and the heavy timbers went in place in due order. In the summer of 1854 the village church was finished and he was a prominent figure in its erection. In the spring of 1855 he emigrated to Kansas, stopping at Leavenworth, then a small village, during the memorable days of pro-slavery or border ruffian trouble, as it is known in Kan-

sas history. The family resided at Leavenworth some eighteen months, buying and selling town lots as a business, being very successful for the time, but being a strong Free State believer thought best to leave there on account of border ruffian trouble, which was running riot at that time. They hired teams to haul their goods and family to Oskaloosa, Kansas, where he bought several hundred acres of land and moved his family into a double log cabin which was on the place. They spent some six weeks here, but found after some adventures with the border ruffians that it would be far safer away, so again with his family went back to Leavenworth, where they embarked in a boat for St. Louis, Missouri and there overland to Litchfield, Illinois. After living there about six weeks the Kansas troubles had subsided somewhat. They returned to their farm at Oskaloosa, this being in the fall of 1855. He was a man of great force and independence of character. While a farmer and a carpenter, he was also a local Methodist minister and was engaged actively in this work until he was unable to do so longer on account of ill health. He died June 29, 1868, and his second wife died on April 16, 1901. Both are laid to rest in Pleasant View Cemetery at Oskaloosa, Kansas. To this union were born ten children, William, Daniel, Elizabeth, Emma, Alexander, Rachel, George, Ruth, two dying in infancy.

John A. Leaverton (first child of Noah and Nancy Bunton Leaverton) was born February 16, 1820, near Leesburg, Highland County, Ohio, and when not quite a year old was taken by his parents to Indianapolis, Indiana. Again, in the year of 1837, went with his parents to near Pocahontas, Bond County, Illinois. He was reared in the usual manner of boys of his day. At the age of twenty-eight he was married on December 27, 1847, near Greenville, Bond County, Illinois, by the Rev. James B. Woollard, to Mary Ellen Smith, born December 25, 1826, in Bond County, Illinois. She was the daughter of John and Jane (Long) Smith. After their marriage they located on the old Smith homestead, afterwards purchasing it from the heirs. He became one of the most substantial farmers, stock raisers and dealers of Bond County, where he continued to reside and where all their children were born. In 1871 he removed with his family to Sangamon County, Illi-

nois. He here purchased eight hundred and forty-five acres of land in Cartwright Township and adding to this until he had over a thousand acres, to the improvement and cultivation of which he devoted his energies until called to his final rest. He was a man honored and respected by all who knew him. He made friends wherever he went, who esteemed him highly for his sterling worth and many excellencies of character. He was strictly temperate and very patriotic. He united with the Baptist Church early in life and was an earnest and sincere member. He died December 23, 1872, his wife dying February 29, 1912. Both are laid to rest in Berlin Cemetery, Berlin, Illinois. To them were born ten children, John Franklin, Nancy Jane, Mary Ellen, Henry Noah, Margaret Isabelle, Helen Abigail, George Wilson, Charles Alexander, Emma Jeannette, Effie May.

The following is an incident that happened in their old home in Bond County, Illinois, during the exciting days of the Civil War. It was on a quiet evening in the summer of 1864. Being very warm the doors and windows were all wide open. The family, or part of them (the younger members having retired for the night), sat reading the daily papers, which were brought home late that afternoon. All of a sudden a masked man appeared at the door, crossing the hall to do so, pistol in hand, pointed it at Mr. Leaverton, saying, "Your arms or your life." Mr. Leaverton somewhat startled looked up, saying, "arms?" "Yes," the man said, "in three minutes," and called out, "Boys, surround the house," showing he had plenty of help with him. Mr. Leaverton, not knowing just what to do or say, picked up the lamp and started for the door and down the hallway. When about half way down the hall he called to his wife, saying, "I don't know that we have any or where they are." But his wife did, and started to show him. The man stepped to the door, put his hand up and said, "You don't leave this room." She pushed his arm aside, saying, "I'll see about that," and went down the hall to her husband. The arms or pistols were in the bookcase drawer in the back parlor. The man standing in the door followed, and another man stepped in his place. The noise and confusion by this time had brought the nurse-girl and children down stairs in a run, all screaming at the top of their voices.

The man at the door ordered them all in the room where their parents had been, telling them to be quiet. By this time there was a man at every outside door, and all masked. Mrs. Leaverton and her husband had entered the back parlor. She went to the bookcase, pulled open the drawer, took out a pistol and handed it to her husband, he handing it to the man that followed. He took it, saying at the same time, "I'm not satisfied." Mr. Leaverton quickly set the lamp he was holding on a small table near by and said, "I'll make you satisfied," knocked the lamp off the table, it going out, jumped at the man and knocked him down. In the scuffle the man dropped the pistol. The noise brought several men in. Mr. Leaverton, not knowing what might happen when so many came running in, slipped away, ran through the front parlor without coat or hat, jumped through an open window, scaled a picket fence, ran to the pasture, caught a horse and rode to a near neighbor and gave the alarm. The men, seeing that Mr. Leaverton had gotten away, turned to Mrs. Leaverton and said, "We'll take this boy." She said, "No you don't," and pushed him into the hall closet and locked the door. A noise of a wagon coming down the hill was heard and one of the men said, "Boys, let's be off," picked up the unconscious man left lying on the floor and left in a hurry. In a very short time Mr. Leaverton had returned with help, most of them staying with us till morning. They then organized a party to go in search and found they were a gang of outlaws, known as the Clingman bushwhackers. Mr. Leaverton learned afterwards that they knew he had sold a farm that day and supposed he had the money in the house, but after making the sale he went directly to the bank and deposited it at Greenville. The following morning a pair of spurs, necktie and hat were found in the yard. Mr. Leaverton kept the hat and offered \$100.00 to anyone claiming it.

John Franklin Leaverton (first child of John A. and Mary E. Smith Leaverton) was born November 27, 1848, near Greenville, Bond County, Illinois, and at an early age was sent to school in the neighborhood of his home, where he gained a fairly good education. Not being very robust, was never required to do very hard work. In the year of 1871 he came with his parents to their new home ten miles west of Spring-

field, Sangamon County, Illinois, where he lived until January 15, 1878, when he went back to his home town of Greenville and was married by Rev. W. C. Harvey to Emma Drusilla Martin, born December 29, 1847, in Clarksville, Tennessee. She was the daughter of Madison and Malvina Wycke (Harris) Martin. After their marriage they lived on a farm for a number of years, then moved to Chicago, Illinois, where he was employed in the Pullman shops for a time. From there he went to the Illinois Central shops and has been there over twenty years. To them were born three children, John Madison, Flora Mildred and Bertha Emma. In reading the following verses, copied from the Illinois Central Employees' Magazine, you will see that Mr. Leaverton stands very high in the estimation of the employes.

"THE MODEL MAN"

One day I wandered 'round the plant to find a model man;
With open eye I strolled about, to find one was my plan.
I visited the boiler shop, the freight and paint shop too,
And saw men there, both young and old, some of whom I knew.
Through pattern shop and planing mill I kept right on the run;
'Twas my one aim, as you all know, to find this model one.
At last I reached the roundhouse and, lo, behold, there stood,
That grand old man, Frank Leaverton, so noble and so good.

I gave a sigh of great relief, for now my task was o'er,
For here I saw this one man whom I'd often seen before;
And, as you know, a model man is very hard to find—
But there he stood, Frank Leaverton, so gentle and so kind.

Day in, day out, from morn till night, old Frank is at his
station;
It's twenty years today, boys, since he had his last vacation;
He hasn't lost a half-hour in twelve or thirteen years;
If we should lose this noble man the force would be in tears.

Frank never drinks, nor smokes nor chews, he neither swears
nor lies;
You can tell it by his robust health and the clear look in his
eyes.

But Frank has troubles of his own at least, that's what they
tell us,

They say that every day he has a set-to with Jim Ellis.

It takes a man to run that pump, not every old gay slob,
Chief engineer of roundhouse pump, that most trustworthy
job.

Now I don't think that Jim's just right to fuss with Leaverton,
For if Frank quit he sure would put the I. C. on the bum.

John Madison Leaverton (first child of John Franklin and
Emma L. Martin Leaverton) was born April 5, 1879, near
Springfield, Sangamon County, Illinois. He was married
October 25, 1905, at Hammond, Indiana, to Alma Alzora
Thompson, born April 13, 1881, in Fargo, North Dakota. She
was the daughter of William Thomas and Carrie Rosina
(Green) Thompson. He is in business in Chicago.

A Pioneer Farm Home in Illinois

A LETTER DESCRIBING THE ENTRY OF THE LAND AND ITS
SUBSEQUENT HISTORY

BY PALMER D. EDMUNDS

Chicago, April 14, 1917.

Mrs. Jessie Palmer Weber, Secretary,
Illinois State Historical Society,
Springfield, Illinois.

My dear Mrs. Weber:

I enjoyed very much, indeed, your kind letter of recent date. Noting in it your desire for a further description of the old land patent which I described to you, and an account of Henry Bailey, to whom it was issued, and also of my family, I am making as full a reply as my sources of information will permit. The patent itself reads as follows:

“James Monroe, President of the United States of America. To all to whom these presents shall come, greeting. Know ye, that in pursuance of the acts of Congress appropriating and granting land to the late army of the United States, passed on and since the 6th day of May, 1812, Henry Bailey, having deposited in the General Land Office a warrant in his favor numbered 42, there is granted unto the said Henry Bailey, late a private in Ketchum Company of the Twenty-fifth Regiment of Infantry, a certain tract of land containing 320 acres, being the East half of Section 31, Township 8 North, in Range 5 West, in the tract appropriated (by the acts aforesaid) for military bounties in the Territory of Illinois; to have and to hold the said half section of land with the appurtenances thereof, unto the said Henry Bailey, and to his heirs and assigns forever.

In testimony whereof I have caused these letters to be made patent and the seal of the General Land Office to be hereto affixed.

Given under my hand at the City of Washington this twentieth day of January in the Year of our Lord Eighteen Hundred and Eighteen and of the Independence of the United States of America the forty-seventh.

By the President,

JAMES MONROE.

JOSIAH MEIGS,

(Seal of the General
Land Office)

Commissioner of the General Land Office."

I am sorry to say that I am unable to find any account of Henry Bailey or the services which he rendered. All I know is that he received the land as a bounty, together with all the other soldiers who were granted similar tracts in the military tract district. It seems that he never lived upon it, because at the time my grandfather acquired it the native sod was undisturbed. The date at which the land described in this patent passed into the hands of my grandfather is sometime later than I thought when I wrote you before. He acquired it in 1847. He had been in this part of Illinois, however, for a considerable number of years before. In 1835 my great-grandfather, Obadiah Edmunds, visited western Illinois, and this vicinity in particular, and entered prairie land for future home. It was about six miles from the Mississippi River.

In the spring of 1836 the family came west with ox teams by land to Illinois. My grandfather, Daniel Edmunds, who was then twenty years old preferred to work and earn money on his trip, in order to be able to purchase some land himself. So he went to Wheeling, West Virginia, from Salem, Ohio, where the family had been living, and secured work on a coal barge going down the Ohio River. His wages were \$1.00 per day. It took some weeks to float down as far as Natchez, Mississippi. From there he came up the Mississippi to St. Louis, working as fireman on a steamboat. When he reached western Illinois he had in these ways earned sufficient money to enter eighty acres of government land at \$1.25 per acre. This part of Illinois was new and sparsely settled. He and his father built the second house erected in Township 8 North, Range 5 West of the Fourth Principal Meridian. He improved the land which he purchased as rapidly as possible. About two years later he entered into the lumber business, being

associated with Horatio Curts, on the upper Mississippi River, when Wisconsin was a territory. They brought lumber down the Mississippi by rafts as far as St. Louis and sold it. At the time when the Mormons were building their temple at Nauvoo they established a lumber yard at that point, where they did considerable business. In 1847 this lumber business was closed out, and it was at this time that my grandfather, Daniel Edmunds, purchased the land described in the patent, and which adjoined the other land entered in 1836, and in the future devoted his attention to improving it. In 1848 he married and his children were all born on this farm. The land is still in the hands of his descendants, and my father, Amos Edmunds, whom I spoke of in my former communication as being a member of the General Assembly at the time General Palmer was elected to the Senate, still retains his interest in it. I was born there in 1890. Daniel Edmunds died in 1889.

I spoke of my great-grandfather, Obadiah Edmunds, as coming to Illinois from Salem, Ohio. Previous to living at Salem he lived in Chautauqua County, New York, having come there at a time when it was a very new and sparsely settled country. It was there that my grandfather, Daniel Edmunds, was born in April, 1816. This Obadiah Edmunds was the son of Obadiah Edmunds, Sr., who lived at Clarendon and Danby, Vermont, where the Edmunds family had been pioneer settlers. Obadiah Edmunds, Sr., served as a militia man during the Revolutionary War. In 1780 he married Sarah Williams, the daughter of Goliah Williams, and direct descendant of Roger Williams, the founder of Rhode Island. Goliah Williams had moved to that part of Vermont prior to the Revolutionary War and about the same time that James Edmunds, who is among the earliest of our family in this country, came there from Providence, where he was born. James Edmunds himself, the father of Obadiah, was a soldier in the Revolution, and others of his sons besides Obadiah were in the war as minute men and members of the regular army. The family records are not complete until about 1700, but it seems that the family were originally of English and Scotch descent.

This brief sketch may be of interest for the records of the society. I am sorry that I am unable to make it more comprehensive upon points which would be perhaps of particular

interest, and I hope some time to be able to amplify it further. If possible for me I shall be delighted to attend the meeting of the Historical Society, May 10th and 11th. I know that I should enjoy this very much, and would particularly appreciate the privilege of making your acquaintance.

With kind regards, I remain,

Yours very truly,

PALMER D. EDMUNDS.

**The Black Hawk Trail Near Montgomery,
Aurora, Illinois**

BY CHARLES A. LOVE

Aurora, Illinois, March, 1917.

Mrs. Jessie Palmer Weber,
Secretary Illinois State Historical Society,
Springfield, Illinois.

Dear Madam:

I am inclosing in a package by mail the legend and lines "On Black Hawk Trail," and the photograph of the trail and of the school children from two rooms of the Beaupre School of Aurora.

Please to accept my thanks for the Journal containing the illustration of the granite rock on Prairie Street in Aurora. Perhaps in another issue you will print the plate of Turkey Creek Crossing, the companion picture of the Granite Rock.

The highway commissioners for the Township of Aurora will place a large boulder by the side of the Church Road, where the trail from Skunk's Grove and the north trail from Naperville, the trail over which Colonel Osbourne's regiment of regulars passed to the Chin-e-nock-quake Crossing of the Fox River, in the north part of this city, when the regiment went to Beloit, in the Black Hawk War. These two trails join at the Church Road. This north trail is the one over which Paymaster's party went to the Massacre, the other over which Hon. George M. Hollenback's father came with the ten Friendlies.

If wished, I can write out the details in extenso, and have a photograph made at the placing of this boulder.

Very truly yours,

CHAS. A. LOVE.

BLACK HAWK TRAIL, NEAR MONTGOMERY, AURORA, ILLINOIS

During the Black Hawk War, 1832, Gen. Winfield Scott, commander-in-chief of the armies of the United States, brought six companies of artillery from Fort Monroe, and were joined by three other companies from other places on the way to Chicago.

These troops came by way of New York, and the Great Lakes, and while on the lakes, were attacked by cholera, and remained at Chicago for many days.

General Scott and staff preceded the troops to the scene of action, over what has been known as the Black Hawk Trail, to Fort Naper, now Naperville, passing near Montgomery, on the way to Galena, to take command of the forces there.

Fort Naper was private property, but on public land. The land had not yet been surveyed. The two brothers, lake captains, John and Joseph Naper, built the fort out of hewn logs, in 1831. The site had been selected in 1830.

After reaching Chicago, the troops were commanded by Lieut.-Col. Abram Eustis. After recovering some from the cholera, the troops were moved out toward Naperville, and later, as described by Rufus Blanchard, went to Beloit, Wisconsin, and from there to Fort Armstrong. The three graves at Five Islands, near St. Charles, are from this troop.

This trail, taken by General Scott through Montgomery, was the first stage and mail route from Chicago, to Dixon and Galena, and before the Black Hawk War, and before Aurora was settled.

In 1828, Ansel Kimball, father of Charles S. Kimball, and Justice George W. Kimball, sold his trading house at the forks of this trail on this ridge for \$400.00, and went back to Ohio, but returned at a later date to Oswego, Illinois.

Oh, River Dale, fair River Dale,
 A spring on Black Hawk Trail:
 This fairy land, in Scott's command,
 Profaned by bloody hand.

This wooded way, one summer's day,
Behold a soldier band;
And general's staff, a troop by half,
Of Eustis' on the way.

This hero troop, by trail and sloop,
Had come from far away,
To save the boys of Illinois,
And keep their homes from flames.

We'll not forget the sacred debt,
We owe to Shabbonee;
That awful ride, on prairie wide,
To warn the folks to flee.

Then by this trail, with honor hail,
The glory of the flag;
And by this stream, let Freedom gleam
From every honest eye.

EDITORIAL

JOURNAL OF
THE ILLINOIS STATE HISTORICAL SOCIETY

Published Quarterly by the Society at Springfield, Illinois

JESSIE PALMER WEBER, EDITOR

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George W. Smith

Andrew Russel

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Applications for membership in the Society may be sent to the Secretary of the Society, Mrs. Jessie Palmer Weber, Springfield, Illinois.

Membership Fee, One Dollar—Paid Annually.

Life Membership, \$25.00

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APRIL, 1917.

No. 1

ANNUAL MEETING OF THE
ILLINOIS STATE HISTORICAL SOCIETY

Supreme Court Room, Springfield, Illinois

May 10-11, 1917

The eighteenth annual meeting of the Illinois State Historical Society will be held at Springfield on Thursday and Friday, May 10-11, 1917.

As the General Assembly is in session it will not be possible to secure the Senate Chamber in the State House for the sessions of the meeting and the Justices of the Supreme Court through the courtesy of Chief Justice Charles C. Craig, have granted the Society the honor and privilege of using the Supreme Court room for the annual meeting.

An unusually fine program has been arranged. Rev. Jenkin Lloyd Jones, the noted Lincoln student and writer, and director of the Abraham Lincoln Center, Chicago, will deliver the principal or annual address, the subject of which is "Contemporary Vandalism," and a reception will be held at the close of Dr. Jones' address. The Governor and Mrs. Lowden

*Deceased.

will receive the Society and its friends and guests at the Executive Mansion on Friday afternoon at 5 o'clock. A luncheon at the St. Nicholas hotel on Friday noon is another pleasant feature of the arrangements for the annual meeting.

An interesting exhibit of printed and other material illustrating the mis-use or unlawful use of the National flag will be made in the rooms of the State Historical Library by Capt. E. R. Lewis, President of the American Flag Day Association.

The program as arranged is as follows:

ANNUAL MEETING ILLINOIS STATE HISTORICAL SOCIETY
Order of Exercises

Thursday Morning, May 10, 10 o'Clock

Directors' Meeting in Office of Secretary

Thursday Afternoon, 2:30 o'clock, in Supreme Court Room
Mr. E. L. Bogart The Population of Illinois 1870-1910
University of Illinois.

Music. Group of Songs, Miss Ruby Evans.

Miss Verna Cooley . . . Illinois and the Underground Railroad
University of Illinois. to Canada.

Mr. Stephen A. Day A Celebrated Illinois Case That
Chicago. Made History.

Thursday Evening, 8 o'Clock, Supreme Court Room

Music—Illinois Weber Quartette

Dr. Otto L. Schmidt, President of the Society,
The Illinois Centennial Celebration

Mr. George A. Rogers . . . Reading, Reverie of Fifty Years
Galesburg, Illinois. Later from Lincoln at Gettysburg,
By Col. Clark E. Carr.

Music. Group of Songs, Mrs. Sarajane Matthews Brown.

Dr. Jenkin Lloyd Jones . . . Annual Address. Contemporary
Chicago. Vandalism.

Friday Morning, May 11, Business Meeting
10 o'Clock, Supreme Court Room

Reports of Officers.

Reports of Committees.

Miscellaneous Business.

Election of Officers.

In Memoriam.....Brief tributes to some deceased members of the Society.

Capt. J. H. Burnham.....By E. J. James, President of the University of Illinois.

James Haines.....By Mr. W. R. Curran, Pekin

Friday Noon, 12:45 Sharp
Luncheon—St. Nicholas Hotel

Friday Afternoon, 2:30 o'Clock
Supreme Court Room

Rev. P. C. Croll....Thomas Beard, the Pioneer and Founder
Beardstown, Ill. of Beardstown, Ill.

Music. Group of Songs, Mrs. Paul Starne.

Mr. Theodore C. Pease....The Public Land Policy and Early
University of Illinois. Illinois Politics.

Mr. Arthur C. Cole....."The Presidential Election of 1864"
University of Illinois.

Friday Afternoon, 5 to 6:30 o'Clock

Mrs. Lowden will receive the Historical Society at the Executive Mansion.

At this meeting the Society will decide what part it will take in the Celebration of the Centennial Anniversary of the State.

It is likely that the Annual Meeting of the Society will be held in connection with some of the official celebrations under the auspices of the Centennial Commission, probably in April on or near the 18th, the anniversary of the adoption by Congress of the act authorizing the Territory of Illinois to formulate a Constitution and organize a State government.

BIRTHDAY OF GENERAL U. S. GRANT

On April 27, 1917, the people of Galena celebrated the ninety-fifth anniversary of the birth of General Ulysses S. Grant. When General Grant left Galena in 1861 at the breaking out of the Civil War he was just thirty-nine years of age. He was educated at West Point and served several years in the regular army. On leaving the army he had tried farming near St. Louis without meeting with success, and finally went

to Galena to assist in the management of a tannery in which his father was interested. After the firing on Fort Sumter and the breaking out of the War he came to Springfield, to see if he could be of service. He felt that his West Point training and military service ought to be put to practical use. Many stories are told how Governor Yates happened to appoint him Colonel of the Twenty-first Illinois Volunteer Infantry regiment, but the important thing is that he received the appointment.

The story of his wonderful rise, his great military genius, and the fact that in four years' time he was at the head of the armies of the United States is more wonderful and thrilling than the tale of a hero of romance in the realm of fiction. It is idle to conjecture what the life of General Grant would have been if the opportunity which the Civil War gave him had not arisen. That he was one of the great captains of the world is conceded.

Illinois, in writing her history, has not paid enough attention to the fact that Ulysses S. Grant is one of her sons, has not loudly enough proclaimed him as one of the most illustrious soldiers of the world, and that he hailed from Illinois. At thirty-nine years of age, he had met with little but discouragement. At forty-three years of age, he received the sword of Lee in surrender at Appomattox. At forty-six he was elected President of the United States. All these things occurred in seven years' time, and he began his career in the Civil War in Illinois.

The people of Galena properly feel that their city, which was General Grant's Illinois home, should in a special manner observe his birthday.

The principal orator this year was Mr. Blewett Lee, general solicitor for the Illinois Central railroad, and son of the late General Stephen D. Lee.

It would be appropriate that the people of Galena and Jo Daviess County should select General Grant's birthday for some special observance of the Centennial of the State.

Memorials of General John A. Rawlins and E. B. Washburne might be erected by this locality.

THE FIRST VOLUME OF THE CENTENNIAL HISTORY

The first or preliminary volume of the Centennial history has been printed. It is entitled, "Illinois in 1818," and is by Prof. Solon Justus Buck, now superintendent of the Minnesota Historical Society, though formerly of the University of Illinois. The edition of the book is very small. It will be distributed only to libraries, public institutions and State officials. The other five volumes of the Centennial history will be published during the Centennial Year. The first or introductory volume presents a faithful picture of conditions as they were in Illinois at the time of its admission into the Federal Union, and treats of its social, economic and political life at that period. As a history, it is accurately and scientifically written, but it is more than that, as it has much literary merit and romantic interest. The book has three hundred and sixty-two pages, and there are eleven chapters. There is a good bibliography and a comprehensive index.

MR. AND MRS. CLINTON L. CONKLING CELEBRATE THEIR
GOLDEN WEDDING

On March 12, 1917, Mr. Clinton L. Conkling and his wife celebrated the fiftieth anniversary of their marriage. Mrs. Conkling was Miss Georgiana Barrell, and the couple were married in Springfield at the residence of her parents, Capt. and Mrs. George Barrell, March 12, 1867.

Mr. Conkling is one of the leaders of the bar of Springfield and Central Illinois. He practised law with his father, the late James C. Conkling, until the latter's death. The elder Conkling was one of Abraham Lincoln's closest friends. It was to Mr. Conkling that Mr. Lincoln wrote his celebrated letter to the Union Mass Meeting of September 3, 1863.

The original of this letter and much other valuable historical material has been presented to the Illinois State Historical Society by Mr. Clinton L. Conkling. Mr. Conkling when a youth, on May 18, 1860, was in his father's law office when word was received announcing Mr. Lincoln's nomination for the Presidency, and he went out, intending to go to Mr. Lincoln's office with the information, but he met Mr. Lincoln on the west side of the public square and told him the news. Mr. Conkling gave a most interesting account of this event at the annual

meeting of the Illinois State Historical Society, May, 1909, and it is published in the Transactions of the Society for that year.

Mr. and Mrs. Conkling received calls and congratulations from their friends at their home on the occasion of their golden wedding.

They have two daughters, Mrs. Georgiana Conkling Reed of Englewood, New Jersey, and Mrs. Catherine Conkling McCormick of Pittsburgh, Pa.

The members of the Historical Society extend to Mr. and Mrs. Conkling, congratulations and best wishes for long continued health and happiness.

They are both members of the Society, and are most active, helpful and generous in aiding in its work.

ACCOUNT BOOKS OF ONE OF THE FIRST STORES IN SPRINGFIELD,
ILLINOIS, DEPOSITED IN THE ILLINOIS STATE
HISTORICAL SOCIETY

The account books of the general store of Elijah Iles, one of the earliest merchants of Springfield, which cover a period from 1824 to 1830, have been deposited in the Historical Library by Mr. Robert D. Loose, now of Detroit, Michigan, grand-nephew of Mr. Iles. These books contain the names of the early settlers of Springfield, and vicinity, and are valuable and interesting in showing prices of commodities and the articles most used by the pioneers.

Mr. Loose, the donor of the volumes, is the son of Jacob Loose, who was a pioneer of Sangamon County. The wife of Mr. Loose was Elizabeth Iles, the daughter of Washington Iles, brother of Elijah Iles.

THE CENTENNIAL CELEBRATION

The plans for the Centennial Celebration are moving satisfactorily. The Journal has several times published the general plans in detail. Members of the Historical Society are urged to consider what the Society and individual members can do to further the plans and assist in the celebration. This is an opportunity for historical service that will not arise again in the lifetime of any of us, and the Society should appreciate the privilege and take advantage of it.

It will be an encouragement to those who are today making history to know that the services and sacrifices of pioneers and

heroes of the early days of the State are appreciated and honored, and guarantees to them that their services will not be forgotten.

The present General Assembly has made an appropriation to the Centennial Commission for the publication of the Centennial history and for the state-wide and official celebrations. Centennial Associations have been organized in a number of counties and the work of organization will be pushed during the summer and autumn.

GIFTS OF BOOKS, LETTERS, PICTURES AND MANUSCRIPTS TO THE ILLINOIS STATE HISTORICAL LIBRARY AND SOCIETY

The Directors of the Illinois State Historical Society and the Trustees of the Illinois State Historical Library acknowledge these gifts and thank the donors for them:

American Bar Association. Report of the thirty-ninth annual meeting of the American Bar Association held at Chicago, August 30, 31 and September 1, 1916. Baltimore, 1916. The Lord Baltimore Press. Gift of W. Thomas Kemp, Asst. Secy.

Armour & Company. Year Book for 1917. Gift of Armour & Co., Chicago, Illinois.
Baker, James Frank. In memoriam Mr. Justice Frank Baker. Gift of Mrs. Frank Baker, 643 Woodland Park, Chicago, Illinois.

Berry (Mrs.), J. C. The Bells of Yule and Other Poems. Gift of the author, Mrs. J. C. Berry, Carrollton, Illinois.

Burton Historical Collection. Manuscripts from the Burton Historical Collection. Nos. 1 and 2. Gift of C. M. Burton, 27 Brainerd Street, Detroit, Michigan.

Cairo, Illinois. Summary of the proceedings of the City of Cairo, Illinois, February, 1917. Gift of Mr. Robert A. Hatcher, City Clerk, Cairo.

Cambridge Historical Society Proceedings. Publications V, VI, VII, VIII. Gift of the Society.

Chicago Bureau of Public Efficiency. Unification of Local Governments in Chicago. Chicago, 1917. Gift of the Bureau of Public Efficiency.

Chicago City Manual, 1916. Prepared by Francis A. Eastman, Chicago, 1916. Gift of Bureau of Statistics, 1005 City Hall, Chicago, Illinois.

Connecticut Historical Society Collections. Vol. XVI. Wolcott Papers 1750-1754. Gift of the Society.

Connecticut State Historical Society. Records and Other Papers of the Connecticut State Society of the Cincinnati, reproduced in facsimile. Gift of Albert C. Bates, Recording Secretary, Hartford, Connecticut.

Daughters of the American Revolution. Belleville, Illinois, Chapter Year Book, 1916-1917. Gift of the Chapter.

Daughters of the American Revolution. Carthage, Illinois. Shadrach Bond Chapter Year Book, 1916-1917. Gift of the Chapter.

Daughters of the American Revolution. DeWitt Clinton Chapter Year Book for 1916-1917. Gift of the Chapter.

Daughters of the American Revolution. Greenville, Illinois, Chapter D. A. R. Year Book, 1916-1917. Gift of the Chapter.

Daughters of the American Revolution. Streator, Illinois, Chapter D. A. R. Year Book. Gift of the Chapter.

Daughters of the American Revolution, National Society. Reports of the National Congresses—11th, 14th, 15th, 17th and 18th. Gift of Lawrence Y. Sherman, Washington, D. C.
Defenseless Child (The). 76 pp. 8 vo. Chicago, 1912. Brethren Pub. Co. Gift of Mrs. Josie Curtiss, Marengo, Illinois.

Democratic Ticket, 1859. Gift of Mr. James A. Reardon, St. Louis, Missouri.

Downing, Sergeant Alexander G. Downing's Civil War Diary, August 15, 1861-July 31, 1865; edited by Olynthus B. Clark. Des Moines, Historical Dept. of Iowa, 1916. Gift of Olynthus B. Clark, Des Moines, Iowa.

Douglas, Stephen A. Historical picture of Stephen A. Douglas of Illinois and Herschel V. Johnson of Georgia, Democratic candidates for President and Vice-President of the United States in the great and memorable campaign of 1860. Gift of Major Thomas Doyle, Springfield, Illinois.

Fort Armstrong Centennial Celebration, 1816-1916. Gift of O. S. Holt, Rock Island, Illinois.

German Lutheran Church. Zum Goldenen Jubiläum der Ev. Luth. St. Paul's Gemeinde, Troy, Illinois, 1867-1917. Gift of Rev. C. Lange, Troy, Illinois.

Guilford Courthouse. Battlefield of Guilford Courthouse. Gift of Mrs. Anthony W. Sale, Springfield, Illinois.

Hall, Granville Davison, The Daughter of the Elm. Gift of the author, Danville Davison Hall, Glencoe, Illinois.

Helmshausen. The poems of Adella Helmshausen, 1891-1901. Autobiographical edition. Chicago, 1917. Beni. F. Stevens, pub. Gift of A. Helmshausen, 2522 N. Kedzie Boulevard, Chicago, Illinois.

Ideal Nurse (The). Elgin, Illinois, 1917. The Brethren Pub. House. Gift of Mrs. Josie Curtiss, Marengo, Illinois.

Illinois at Vicksburg. Gift of General W. R. Robbins, Chicago.

Illinois Bankers' Association, 26th Annual Convention. Gift of Richard L. Crampton, Chicago.

Illinois Federation of Womens' Clubs, Directory, 1916-1917 (two copies). Gift of Mrs. Willis J. Burgess, 4931 W. Van Buren Street, Chicago, Illinois.

Illinois Firemen's Association. Twenty Year History of the Illinois Firemen's Association. Gift of the author, B. F. Staymates, Clinton, Illinois.

Illinois State. Ford, Thomas. History of Illinois by Governor Thomas Ford, Chicago, 1854. S. C. Griggs & Co. Gift of Clinton L. Conkling, Springfield, Illinois.

Illinois State, General Assembly. Four volumes House and Senate Debates, Forty-ninth General Assembly. 1915. Gift of Hon. Edward Shurtleff, Marengo, Illinois.

Illinois State, Grand Army of the Republic. Roster of the members of the 50th Annual Encampment of the Dept. Illinois G. A. R. Decatur, May 23, 24 and 25, 1916. Chicago, 1916. M. Umbdenstock & Co. Gift of Mrs. Flo Jamison Miller, Monticello, Illinois.

Illinois State Parks. Chicago, 1916. Gift of the author, Theodore Jessup, 6044 Kenwood Avenue, Chicago, Illinois.

Illinois Law Review. February, 1917. "Gaines Will Suits." Chicago, 1917. Gift of Mr. Walter S. Holden, 1110 Title & Trust Bldg., Chicago.

Illinois Federation of Women's Clubs. Bulletin. February, 1917. Vol. VIII, No. 3. Gift of Mrs. Edward L. Murfey, 4454 Sidney Avenue, Chicago, Illinois.

Indiana Historical Commission. "Constitution Making in Indiana." "Indiana as Seen by Early Travelers." Gift of Harlow Lindley, Secretary.

Indiana Historical Commission. The Indiana Medal commemorating the completion of a century of Statehood. 1816-1916. Indianapolis, 1916. The Hollenbeck Press. Gift of Harlow Lindley, Secretary.

Indiana Historical Commission. Kettleborough, Charles. Constitution Making in Indiana. A source book of constitutional documents with historical introduction and critical notes. Indiana Historical Commission. 2 vols.

Indians. Three Years Among the Indians and Mexicans. By General Thomas James. St. Louis, 1916. Missouri Historical Society, publishers. Gift of the Society.

Kansas State Historical Society. Twentieth Biennial Report of the Board of Directors. July, 1914-June 30, 1916. Kansas State Printing Plant. W. R. Smith, State Printer. Topeka, 1916. Gift of the Society.

Kentucky State Historical Society. Vol. 14, No. 42; Vol. 15, No. 43. Gift of Mrs. Jennie C. Morton, Secretary, Frankfort, Kentucky.

Knights Templar. Milligan, William Lee Roy. The Knights Templar History of Ottawa Commandery. Gift of William L. Milligan.

Letters. Original letters, E. W. Ripley to Hon. Nathaniel Pope; dated Headquarters 8, Dept. Bay of St. Louis, August 17, 1818. Fillay, Abner (nephew), to Nathaniel Pope; dated Wanborough, Illinois, 18th November, 1818. Pope, William (son of Nathaniel Pope), to Nathaniel Pope; dated Alton, May 7, 1837. Gift of Mr. DeWitt Smith, Springfield, Illinois.

Lewis, J. Hamilton. Debate between Henry Cabot Lodge, Senator from Massachusetts, and Hon. James Hamilton Lewis. Washington, 1917. Gift of Hon. J. Hamilton Lewis.

Lincoln Memorial Address. Speech of Hon. B. M. Chipfield in the United States House of Representatives, February 12, 1917. (Four copies.) Gift of Hon. B. M. Chipfield.

Lincoln, Abraham. The Lincoln Highway. A Vision Verified. Gift of the Lincoln Highway Association, Detroit, Michigan.

Lincoln, Abraham. Suggestions for a textbook for students of English. From the addresses and speeches of Abraham Lincoln. By Judd Stewart. Gift of Judd Stewart. 120 Broadway, New York City.

Lincoln, Abraham. Our Own Abe Lincoln (James Austin Murray). Gift of the Cloister Shop Printing, Chicago.

Lincoln, Abraham. A Reporter's Lincoln. By Walter B. Stevens. St. Louis, Missouri, 1916. Missouri Hist. Society. Gift of the Society.

Louisiana. Commerce of Louisiana during the French Regime, 1699-1763. By N. M. Miller Surrey, Ph. D. New York, 1916. Columbia University, publishers. Gift of the author, Mrs. N. M. Miller Surrey, Ph. D., 593 Riverside Drive, New York City.

Maine Historical Society Collections, Vols. XXIII and XXIV, 1916. Gift of the Maine Historical Society.

Maryland Society Daughters of the American Revolution. The Patriotic Marylander, Vol. 3, No. 3. March, 1917. Gift of Mrs. A. W. Sale, Springfield, Illinois.

Newspapers. Collection of miscellaneous newspapers. Gift of Mr. Milo Custer, Bloomington, Illinois.

Newspapers. Quincy Evening Call. September, 1870-June 6, 1874. Four vols. Gift of Mr. James A. Reardon, St. Louis, Missouri.

New York Almanac and Year Book for the year 1857. New York, 1857. Mason Brothers. Gift of Miss Louise Enos, Springfield, Illinois.

Oregon, Illinois. Historical Sketch by Horace G. Kauffman. Gift of Mr. Z. A. Landers, Oregon, Illinois.

Parlin, William. Pioneer Plow Manufacturer. Address by George McKay. Daily Ledger Press, Canton, Illinois. Gift of George McKay, Canton, Illinois.

Pennsylvania Archives, 7th series. Vols. 1-5. Index to 6th series. Gift of the Pennsylvania State Library. Edited by Thomas L. Montgomery.

Pictures. Bronze Reliefs, one pioneer scene and one war scene. Deposited in the Library by Mr. John Connors, Springfield, Illinois.

Prohibition. The Anti Prohibition Manual. A summary of facts and figures dealing with prohibition. 1917. Cincinnati, Ohio. Gift of the National Wholesale Liquor Dealers' Association of America.

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Republican Party. History of the Republican Party. By Frank A. Flower. Springfield, Illinois, 1884. Union Pub. Co. Gift of Clinton L. Conkling, Springfield, Illinois.

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Sherman Family. Genealogy of the Sherman Family. Chicago, 1916. Gift of Bradford Sherman, C. S. D., Chicago, Illinois.

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Stevenson, A. F. The Battle of Stone's River. Boston, 1884. James R. Osgood & Co. Gift of A. F. Stevenson.

Tazewell County Courthouse. Historical souvenir of dedication, June 21, 1916. Ed. and comp. Wm. H. Bates, Pekin, Illinois, 1916. Gift of the compiler.

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Vandalia, Illinois. Historical Souvenir, 1904. Gift of Mr. Robert W. Ross, the compiler, Vandalia, Illinois.

Virginia. Hampton Normal and Agricultural Institute, Hampton, Virginia. Three pamphlets. Gift of Mrs. A. W. Sale, Springfield, Illinois.

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NECROLOGY

MARTHA TOMLIN CROWDER

1839—1917

Mrs. Martha Tomlin Crowder after five days' illness passed away at 5 a. m., Monday, January 29, 1917, at the residence, 926 West Governor Street, Springfield, Illinois, aged 77 years, 4 months and 18 days.

Surviving are two sons, William and Edward; two daughters, Mrs. John E. George and Miss Louise Crowder; six grand-children, also five sisters, Mrs. Louise Quinn of San Diego, California; Mrs. Lydia Alkire of Los Angeles, California; Mrs. Harriet Reed of Holton, Kansas; Mrs. Caroline McClung of Wichita, Kansas; Mrs. Rachel Rankin, Portland, Oregon, and one brother, James Tomlin, of Salida, Colorado.

Martha Tomlin was born September 11, 1839, at the Tomlin homestead, one mile northwest of Pleasant Plains, and lived in that community for a number of years. She was converted when about twelve years of age, and was one of the charter members of Bethel M. E. Church of that vicinity.

Martha Tomlin graduated at Illinois Woman's College, Jacksonville, Illinois, in 1861.

On January 8, 1874, she was married at Jacksonville to Thomas Jefferson Crowder. Mr. Crowder died at their home in Springfield, February 22, 1911.

In later years she became a member of the Presbyterian Church and was also an ardent worker for the W. C. T. U. Her pastor, Dr. George T. Gunter, said Mrs. Crowder, after a long, consecrated and beautifully heroic Christian life, during which she rendered a faithful and fruitful service to her Master, was called home the other day to see her Lord face to face. All who knew her will miss her and sorrow over her being away, but since "to die is to gain, and it is better farther on" we will rejoice in the midst of our tears and thank God for the hope that comes through Jesus Christ.

The funeral service was held at the residence at 10:30 a. m., Wednesday, January 31, 1917, and she was laid to rest in Oak Ridge Cemetery, to await the final resurrection.

Thomas J. Crowder and his wife, Martha Tomlin Crowder, were early members of the Illinois State Historical Society. They were believers in the value of helpfulness and did their part in the building of the Society and assisting in its activities. They were loyal and valued members of the Association.

EDWARD PAYSON KIRBY

1834—1917

Judge Edward P. Kirby, an honored member of the Illinois State Historical Society, an eminent member of the Morgan County Bar, and a distinguished citizen of the State of Illinois, died at Passavant Hospital, Jacksonville, Illinois, Sunday, February 25, 1917.

Edward Payson Kirby, the eldest son of Rev. William Kirby and Hannah McClure Wolcott, both natives of Connecticut, was born near Hadley, Will County, Illinois, October 28, 1834, where his father was settled as a home missionary pastor upon coming to Illinois as one of the famed Yale band. When Edward was twelve years old and his father's missionary labors took him much from home, the family removed to Jacksonville and lived on West College Avenue in the vicinity of the Congregational Church. The comparatively early death of his father in 1851, and of his mother in 1858, left him the eldest of a group of six brothers and sisters and the main stay of the family.

He graduated from Illinois College in a large class of which Rev. Dr. J. M. Sturtevant, Jr., is the sole survivor, and then taught in the West Jacksonville District School, now the High School, as assistant to Principal Newton Bateman, and later as principal; then read law in the office of Morrison & Epler, was admitted to the Bar in 1862 and settled down to the practice of his profession in Jacksonville, where he has been the most distinguished member of the Bar for many years.

Judge Kirby was always a careful and industrious student in his profession and his splendid health enabled him to find pleasure in its laborious tasks. At the Bar he was always the courteous gentleman of the old school. The somewhat formal and careful diction which characterized both his written and spoken discourse was emphasized by his fine voice, erect pose and graceful gestures, all of which tended to mark him as one of the former generation of orators at the Bar.

A LOVER OF LITERATURE

His evenings, moreover, especially in his later years, found him in a favorite seat under a light which often burned till late into the night—surrounded by reading matter of great variety—newspapers, magazines, modern novels, books of travel, biography, history or political science, or some fond classic from his well-chosen library. His taste was refined and cultivated in this respect and his pleasure in books and study was deep and constant—a dear refuge and diversion from the fret and wrangle of his business.

His early marriage with Miss Julia Duncan, daughter of the Hon. Joseph Duncan, fifth Governor of Illinois, and their subsequent long residence in the spacious Duncan home, gave ample opportunity for that generous hospitality in which both delighted. That attractive place, with its gardens about and behind it and its free outlook on the park continued to be, as before it had been, the scene of unusual social gatherings—for their wide acquaintance with celebrities of the State and Nation enabled Mr. and Mrs. Kirby to gather there many charming and honorable guests and friends to meet them.

HONORED IN MANY WAYS

Judge Kirby's honors, and his public services likewise, have been many and great. Judge of Court of Morgan County for nine years, elected and re-elected for a second term as a Republican in an overwhelmingly Democratic county; Representative in the State Legislature for a special and signal service to his constituents; often delegate to his party's important political conventions; holding official positions and acting as Trustee on the Boards of our State institutions—year after year in continuous service; and as the trustee and legal adviser of his Alma Mater, Illinois College, for nearly fifty years, he has given unstintingly of labors and time whose only remuneration has been the pleasure of aiding useful and valuable public causes, and the lasting gratitude of those he served.

One of Judge Kirby's sincerest affections was for Illinois College. During his long period of devoted service as Trustee he went with the College through days of gloom and kept his courage and his hope and his faith for its future, and he lived to rejoice in its days of sunshine and the quickened prosperity he had so generously contributed to secure.

Judge Kirby was a member of the Congregational Church, which was natural enough considering his New England ancestry, his father's connection with that communion as a clergyman in it, and also the native bias and temperament of his mind. He was tolerant in his views on religious subjects in times of most bitter disputation. He lived far from those controversies and disturbances of the peace which sometimes so sadly affect the course and poison the spring of church life. He was always gentle in his manners and gracious in his ways—and especially so with the aged and the young. Having no children of his own he seemed to incline to special tenderness for those who were drawn by kinship, or by his own charm of manner, within his circle. They felt that charm, though without explaining it. One little chap was overheard calling his comrade's attention, saying, "See that man! Doesn't he walk fine?"

In 1898 Mr. Kirby was married to Lucinda Gallaher, daughter of Rev. William Gallaher, who survives to mourn her great loss and learn afresh the high and admiring appreciation in which her husband has been held. Of Judge Kirby's immediate family there remain to share this loss, his brother, William A. Kirby, of Lincoln Avenue, Jacksonville; Mrs. Frances Caroline Kirby, widow of James McLaughlin, now residing at Jacksonville; Mrs. Helen McClure Kirby Dwight, widow of Rev. Ellery Dwight, of New York, and Miss Elizabeth P. Kirby of New York, besides many nephews and nieces as well as grand-nephews and nieces, to whom "Uncle Edward" will always remain the impersonation of the ideal gentleman.

A younger brother, Henry Burgess Kirby, died in early infancy, and a sister, Catherine Wolcott Kirby Ross, widow of Charles E. Ross, died in 1880.

SIGMA PI RESOLUTION

Judge Kirby was a member of Sigma Pi Society of Illinois College and the following resolutions were adopted by the society Monday, February 26, 1917.

Whereas, Almighty God in His infinite wisdom has seen fit to remove from our midst Judge Edward Payson Kirby, and

Whereas, in the passing of Judge Kirby, the society has lost a most beloved member, the College a most loyal alumnus and trustee, and Jacksonville a citizen of unswerving integrity,

Therefore, Be it Resolved, That we as members of Sigma Pi, extend to the bereaved family in this dark hour, the assurance of our most sincere sympathy, and be it further

Resolved, That a copy of these resolutions be spread upon the records of the society, that copies be handed to the College Rambler and to the local press, and that a copy be sent to the family as an expression of our sincere sorrow.

(Signed)

FRED W. BRAY,
ROBERT FOSTER,
Committee.

MORGAN COUNTY BAR TAKES ACTION ON JUDGE KIRBY'S DEATH

At a special session of the Morgan County Bar Association Monday morning, February 26, 1917, appropriate action was taken relative to the death of Judge Edward P. Kirby. Members of the association attended the services in a body. Thomas Worthington, Julian P. Lippincott and Judge M. T. Layman were appointed a committee on resolutions, and as a committee on flowers State's Attorney Carl E. Robinson and Hugh P. Green were named.

With services fitting the dignity of the life he lived, Judge Kirby was laid to rest Tuesday afternoon, February 27, at Diamond Grove Cemetery, Jacksonville. At the residence where he had spent the greater part of his long life, a large company of friends and relatives gathered. Words of appreciation, based upon the friendship of years, were spoken by Dr. R. O. Post and Dr. Frederick S. Hayden. The songs were by a quartet from Illinois College Conservatory, Mrs. Genevieve Clark Wilson, Mrs. Truman P. Carter, William E. Kritch and Byron Carpenter. The accompanist was Edmund Munger and the selections were, "Jesus Thy Name I Love," "Thy Will Be Done," and "The Lord's Prayer." Members of Hospitaller Commandery, Knights Templar, No. 31, and representatives of Harmony Lodge, No. 3, A. F. & A. M., were in attendance. There was a large representation of the trustees and alumni of Illinois College and of the Morgan County Bar.

BURIED WITH MASONIC HONORS

Interment was at Diamond Grove Cemetery, where the grave was made beautiful with flowers. The honorary pallbearers were John A. Ayers, Dr. T. J. Pitner, Gates Strawn,

Frank Elliott, Thomas Worthington, Henry Stryker, W. W. Holliday and Col. D. C. Smith. The active bearers were Harry M. Capps, Dr. Henry Kirby, Truman P. Carter, James G. Capps, Edward P. Brockhouse and Dr. J. G. Ames. Members of Harmony Lodge conducted the impressive committal service of the order at the grave. Julius G. Strawn, Charles A. Rose and A. C. Metcalf were in charge. Judge Kirby served as master of Harmony Lodge in 1862, after previously filling the lesser offices in the lodge. A brief prayer was spoken by Dr. Post and the services were at an end.

Dr. Post's theme was "Edward Payson Kirby, Gentleman," and he said:

EDWARD PAYSON KIRBY, GENTLEMAN

My introduction to Jacksonville was given me by Judge Kirby.

In May, 1881, when the City of Elms was all glorious in her spring attire, I came to assist in the installation of Dr. Butler as pastor of the Congregational Church, and was the guest of Judge and Mrs. Kirby. I shall never forget the scene of beauty everywhere without, and the sense of charm everywhere within. Duncan Park was idyllic. The greensward soft to tread as Persian carpet and flecked all over with vernal bloom. More wonderful to me were the trees. The elm I had seen equalled in New Haven, Connecticut, but the symmetrical sycamore I had never beheld in such profusion and comeliness. It was then, as it is now, the distinctive physical feature of our city—the hall-mark of her quality. Idyllic too, enhanced by such perspective, was this fine old Colonial dwelling place. And so, it was in the nature of the fitness of things, that you should find within the courtly courtesy of the Judge and the sweet and gentle charm of the former Mrs. Kirby.

Twenty-one years passed when I returned to deliver an address for the college during the commencement season, and again I was the guest of the Judge and of the present Mrs. Kirby. The graciousness of the hospitality had ripened and mellowed with the years. But on each occasion I felt "Here dwells a rare type of the gentleman," and through the fifteen years of our closer acquaintance following neither word nor

act has marred the image, but rather every word and act has added benignity to the portrait first formed.

These inward graces of the true gentleman were strikingly embodied in outward physical perfection. His were almost the exact measurements of the artists' ideal. Indeed at the College Convocation, when Judge Kirby read the historic story of the college from its founding, I found myself forgetful of the narrative and intent only with the personal charm of the narrator. He was, in that year, 1903, the handsomest man on the platform mine eyes had ever looked upon.

THE HERITAGE OF THE WELL-BORN

Judge Kirby had the best of good fortune in being well-born. The pioneers of our State, those whose names are writ in imperishable bronze—were men of choice spirit and large caliber. From the South came large numbers of the Patrician class, from the East equally large numbers of the Puritan mold, the two blending made society a truly delightful composite of grace and strength. But, as a body, none equalled the Yale Band in mental vigor, acquired culture and moral inflexibility. What Illinois owes to Theron Baldwin, Flavel Bascom, John F. Brooks, Mason Grosvenor, Albert Hale, Elisha Jenney, William Kirby, Julian M. Sturtevant and Asa Turner, for the moral and intellectual honor of her entire story, will not be fully known till that great day when the Books are opened.

One of that number was the father of our honored friend. When one is born to a heritage of high ideals and noble endeavor, well may we say of such a one, "He is well-born." Judge Kirby assuredly was well-born.

In early manhood his mind turned toward the Christian ministry as a life calling, but other avenues of usefulness opened, and when the final choice was made he entered the Law. On entering he took with him the moral and cultural standards of his heritage, and through the long years ever strode to keep as white the name of Christian as he did to keep spotless the ermine of the Bench.

That he succeeded in high degree is evidenced by the fact, that through these intimate years, I have never heard his name mentioned in criticism, only in praise—measuring up to the

highest standards of the bar and the broader standards of humanity.

It was always a pleasure, wherever you might be, in Jacksonville, in Springfield or Chicago, to be known as Judge Kirby's friend. To be his friend heightened your own standing in the estimation of all who knew him.

In every phase of life, wherever he might appear, the outstanding fact shone clear that Judge Kirby was a gentleman. And when you have said that you have said all. More and more, as my ministry lengthens, my definition of Christian is that of Gentleman. The gentleman Joseph, the gentleman John, and, with all reverence, the gentleman Jesus. No nobler tribute could I pay than in simply saying: "Friends, we have met to pay tribute to Edward Payson Kirby, the Gentleman."

Dr. Hayden said:

"When a vigorous, harmonious and honored life comes to a sudden close before our eyes; when an attractive and influential person drops swiftly out of sight, the consciousness of the great loss abruptly befalling us, the community loss—the personal loss—makes the occasion solemnly thoughtful. What utterances we allow or indulge are fittest when briefest, and our few words must be—so far as we can make them so—true words.

"Reflection upon the life work and personality of such a man as Judge Kirby had best take the form of appreciation rather than of encomiums, Judge Kirby having been in many ways too large a man to need our high-pitched flattering praises and quite too sane a man to be pleased by them if he were able to overhear.

"Not even a long and somewhat intimate acquaintance of thirty years might warrant the injection here of a personal note, except as that privileged intimacy had discovered in this man things fine and honorable and of such a sort of excellence as we might altogether feel free to dwell on here for a few moments.

TEMPERATE IN ALL THINGS

"'Nothing in excess,' an ancient gentleman's motto, is hardly a favorite motto in modern life in America—if in modern life anywhere today. We are apt to adore the strenuous, bow down to excess, excess of bigness—run after the enthusi-

ast; believe in the power of noise, rapidity, size! Temperance, moderation, poise is our synonym for dullness; the judicious are thought of as the indifferent and the type of the inefficient is the man who keeps the even tenor of his way.

“A man of Judge Kirby’s type could not be conceived of as adopting any radical program however popular, or as being stirred to a ‘pitch of frenzy’ by some new ‘wrong’ over which the public are howling; or as running bare-headed in enthusiasm after some ‘star-eyed goddess of reform,’ in which multitudes of earnest humanitarians were seeing the harbinger of the millenium.

“His education, his wide reading, his excellent acquaintance with the law, all re-enforced the inclination of a native temperament toward a far different and, as he conceived it, a nobler ideal for himself, somewhat not unlike that—if you don’t mind—of the ancient Roman philosopher of the empire period, earnest Christian as Judge Kirby certainly was:

“For health and wealth to Jove I’ll pray,
For these are Jove’s to give away.
But for a calm and equal mind
This gift within myself I find.”

“That is, a calm, a well-poised mind, a calm heart of faith in the essential goodness of man, and the loving justice of God, and the essential rightness of things!

“Men may sometimes have been impatient; fretted at his deliberateness, scolded because he wasn’t quick enough in enlisting in their splendid new cause!

STRENGTH AND GENTLENESS

“It all effected little in converting him into a hustling, bustling advocate of the new brand of righteousness. And the explanation, beyond what has been offered above, will be found in the all-too-rare combination in him which his appreciative friends came to know, namely, a combination of strength and gentleness, a combination too often supposed to be incompatible, because its elements are too often mistaken for opposites.

“Strength—real achieving strength, is so often conceived of as necessarily accompanied by noise, even brass band noise; as united with aggressive self-assertion; as crowding down

defiant contradiction; as moving swiftly and making a wide swath; as riding in pride over little mediocre fellows!

“The other trait—gentleness—has been equally and similarly misconceived as being the reflection of softness; as always due to a lack of vitality; as laying one open to imposition; as accompanied by a sensitiveness to personal affront, and as a shrinking from pain.

“If ever either of these chance to be found unaccompanied by the other the liability is sore that strength’s grace may be in its brutal selfish assertion—or gentleness be reduced to feeble and sugary softness.

“But who knew our friend well, knew a strength and a gentleness united, rare enough in our day and generation. There was a strength of feeling, deep and quiet, under a strength of self-control and hard-earned habit of patience. There was a strength of conviction, firm as Gibraltar—not discomposed nor made fluttering in doubt by his marked judicial temper of mind.

THE DISCIPLINE OF SELF-DENIAL

“There was a strength of independence wrought in him by discipline of self-denial since boyhood—when first a widowed mother looked to her eldest, still in his teens, and his younger brother and sisters learned to turn to him for counsel. And whoever found this high spirit of strong independence failing in a just consideration of others’ rights, opinions or feelings? I venture to say, no one!

“And to this dominant element of strength was wedded, as its refining and attractive complement, the grace of gentle manners, of gentle feelings manifested in the tones of his voice; of gentle judgments which hurried to soften harsh criticism when voiced by others, and tried to palliate with some excuse the unloveliness of some fellow-man. There was the gentleness at last, of the heart’s deep affections, and they have missed something who have not seen it in the smile of the eye, or the cadence of the welcoming voice in the evening hour of respite from hard office grind, or felt it in the pressure of the assuring grasp. Then you could not help, as you looked up at his superior height, feeling glad at having the trust and friendship of so strong and gentle a man.

“And then—after all the years of disappointment over ventures gone awry—and sorrow over losses of the dear, and pleasures in his garden, his library—and, above all, joy in his absorbing and difficult profession, doing for his brother’s and sisters’ children what his great happiness would have been glad to do for his own child; finally after serving his day and generation, his college and his community, he came to the last call for supreme strength and tenderness and he met it like the man he was in tenderest consideration lest he add pain to those who accompanied him to the gate of death, and absolute strength of uncomplaining self-control, till nothing save Robert Browning’s poem seems to fit the situation:

AT THE JOURNEY’S END

“Fear Death.” To feel the fog in my throat,
 The mist in my face;
 When the snows begin, and the blasts denote
 I am nearing the place,
 The power of the night, the press of the storm
 The post of the foe;
 Where he stands, the Arch Foe, in a visible form,
 Yet the strong man must go;
 For the journey is done, and the summit’s attained
 And the barriers fall;
 Tho a battle’s to fight e’er the guerdon be gained
 The reward of it all.
 I would hate that death bandaged my eyes and forebore
 And bade me creep past.
 No! Let me taste all, and fare like my peers
 The heroes of old.
 Bear the brunt, in a moment pay life’s glad arrears
 Of pain, darkness and cold.
 For sudden the worst turns the best to the brave,
 The black minute’s at end,
 And the elements’ rage, the fiend voices that rave
 Shall dwindle, shall blend,
 Shall change, shall become first a peace out of pain.
 Then a light.....
 And with God be the rest!”

CHARLES CHURCH TYLER

1837—1917

One of the earliest and best known pioneers of Hancock County closed a long and eventful life of almost four score years on Sunday morning, April 22, 1917, when Mr. C. C. Tyler of Fountain Green answered the call of the Master and passed to his eternal home.

Charles Church Tyler was born in Marietta, Ohio, on December 22, 1837, and was the son of Alvin and Adeline Church Tyler, of whose family of four children there is only one surviving, a son, Mr. John H. Tyler, of Kirksville, Missouri. The family were of English descent.

Soon after the birth of Charles his parents returned to their home in Wolcotville, Connecticut, where they resided until the death of his father in 1846. Thus deprived of his father's love and counsel at the early age of fourteen he was sent under the care and company of Martin Hopkins to this thinly settled and uncultivated State of Illinois and to the little village of Fountain Green, to make his home with his uncle, Stephen H. Tyler, Sr. His grandparents also having emigrated to this village the previous year.

The long tedious journey was made by rail, by boat and by stage. Upon his arrival in Fountain Green on that summer day in 1851, among the many strangers whom he met was another little boy, Robert Wilson McClaughry. The manly and affable manner of the eastern boy attracted the admiration and love of the western lad and as a result a lifelong friendship existed.

He remained with his uncle until his nineteenth year. During this time he attended the district school in this village, which was held in a log cabin, and later was sent to Macomb College.

Upon leaving college he secured a clerkship in the postoffice at Polo, Illinois, and afterwards a clerkship at La Harpe, Illinois with Mathew M. McClaughry in the old store in Fountain Green.

Three years later Mr. McClaughry withdrew and Mr. Tyler conducted the business alone in the building, known as the "Arcade," until 1900, when he closed out his large stock of general merchandise and retired from such an active life.

On June 12, 1860, he was united in marriage to Miss Olive R. J. Webster of Harrington, Connecticut, and with his young bride returned to Fountain Green.

Mr. Tyler purchased the McClaughry farm adjoining his town property, and in the year 1900 erected the beautiful modern residence which adorns the large estate and has been the family home for years. The cordiality and hospitality of Mr. Tyler and his family are known far and wide. He was a man of generous impulses and never forgot the hospitable ways of the pioneer. He was a great lover of music and for many years served the Presbyterian Church as organist.

Into his life has come heavy trials. Of the nine children born to Mr. and Mrs. Tyler, three little ones, Adeline H., Jessie and Charlotte E., passed away in childhood, and one, Clark Leal Tyler, in 1904, at the age of twenty-eight years. Mrs. Tyler departed this life on February 12, 1907.

These bereavements greatly saddened him and while he made an effort not to burden others with his sorrow, he never ceased to mourn for his dear ones. The five children who survive are Charles S. Tyler and Mrs. Ethel Brandon of Carthage, A. W. Tyler of Washington, and George and Mary Tyler at the old homestead, who have given to their father very faithful care and loving devotion and have been unflinching in their efforts to win him back to health and strength.

Mr. Tyler was a loyal father, greatly attached to his children and grandchildren, who occupied a big place in his affectionate heart. There are six of these, Charles Pond and Albert Wilson, sons of A. W. Tyler; Charles Cronk and Willard Ray, sons of C. S. Tyler, and Dorothy Joan and George Richard, children of Mrs. Ethel Brandon. There also remains one cousin, Mrs. G. H. Welch, of Torrington, Connecticut.

The subject of this sketch was a great reader, and probably no man in Hancock County was better informed on past and current events than he. For the last few years he has employed many of his leisure hours in writing articles for the

county papers and other periodicals. He loved animals and his loving kindness was bestowed upon them also.

To his care has been entrusted by his townspeople many offices of trust, such as school treasurer, which office he held for fifty-four years; justice of the peace, notary public and postmaster. The latter office he held continuously from 1875 to 1895. All of these offices he filled with the utmost fidelity and honor.

Probably there are many who remember the gatherings of the townsmen each evening at the Arcade, to listen to Mr. Tyler read from the daily paper "The Current Events."

Mr. Tyler has been in poor health for about five years, but was still able to be about and look after his business affairs. A year ago he suffered an affliction which has been directly traced to the former sickness. All through these years of sickness he bore his sufferings patiently and his amiable disposition was never more marked than during these last days when with entire submission and uncomplaining patience he bore weakness and suffering, never failing to express his gratitude for any attention shown by those who ministered to his needs.

Fully assured that his life was about to close, he dropped peacefully asleep on April 22, 1917.

Truly it can be said that a good man has left us, and that those who knew him best, loved him best.

The funeral was held from the residence Tuesday afternoon, April 24, 1917, at 1:30 o'clock, conducted by Rev. W. F. Boyd, pastor of the First Presbyterian Church of Carthage, who spoke comforting words to the bereaved family and friends from a part of the 68th Psalm, 5th verse, "A Father to the Fatherless."

A choir composed of Mesdames L. D. Callihan and George Miller and Messrs. L. D. Callihan and W. W. Murtland sang very sweetly, "Abide With Me," "After the Toil and Trouble," and "Asleep in Jesus," after which the casket, laden with many beautiful flowers, was conveyed to the cemetery, one-half mile north of town, where the remains were interred by the side of the loving wife and children who have gone on before.

The funeral was attended by a large concourse of sorrowing relatives and friends.

Mr. Tyler was a member of the Illinois State Historical Society, and on different occasions contributed to its publications. His interesting "Reminiscences of Fountain Green, Illinois," published in the Journal of the Illinois State Historical Society, Vol. 8, No. 1, April, 1915, attracted much attention. Mr. Tyler was much interested in the society. He secured members for the association and aided it in every way in which he was able. His kind, appreciative and encouraging letters were very helpful to the officers of the Society, who deeply feel the loss of this influential and helpful friend, this kind and courteous gentleman, this patriotic and public-spirited citizen.

PUBLICATIONS OF THE ILLINOIS STATE HISTORICAL LIBRARY
AND SOCIETY

No. 1. *A Bibliography of Newspapers published in Illinois prior to 1860. Prepared by Edmund J. James, Ph.D., and Milo J. Loveless. 94 pp. 8 vo. Springfield, 1899.

No. 2. *Information relating to the Territorial Laws of Illinois passed from 1809 to 1812. Prepared by Edmund J. James, Ph.D. 15 pp. 8 vo. Springfield, 1899.

No. 3. *The Territorial Records of Illinois. Edited by Edmund J. James, Ph.D. 170 pp. 8 vo. Springfield, 1901.

No. 4. *Transactions of the Illinois State Historical Society for the year 1900. Edited by E. B. Greene, Ph.D. 55 pp. 8 vo. Springfield, 1900.

No. 5. *Alphabetical Catalog of the Books, Manuscripts, Pictures and Curios of the Illinois State Historical Library. Authors, Titles and Subjects. Compiled by Jessie Palmer Weber. 363 pp. 8 vo. Springfield, 1900.

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*Illinois Historical Collections, Vol. I. Edited by H. W. Beckwith, President of the Board of Trustees of the Illinois State Historical Library. 642 pp. 8 vo. Springfield, 1903.

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*Illinois Historical Collections, Vol. III. Lincoln-Douglas Debates of 1858. Lincoln Series, Vol. I. Edited by Edwin Erie Sparks, Ph.D. 627 pp. 8 vo. Springfield, 1908.

*Illinois Historical Collections, Vol. IV. Executive Series, Vol. I. The Governors' Letter Books, 1818-1834. Edited by Evarts Boutell Greene and Clarence Walworth Alvord. XXXII and 317 pp. 8 vo. Springfield, 1909.

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A CELEBRATED ILLINOIS CASE THAT MADE HISTORY

Address of Stephen A. Day, delivered before the Illinois State Historical Society at Springfield, Illinois, May 10, 1917.

In one sense, history is but the record of the growth of law. It is by the acts and deeds of men in the past upon which we build the structures of the future. Perhaps in no more enduring form are found these records than in the proceedings of our courts of law. Many adjudicated cases furnish the land-marks along the path of civilization, and in the history of this Nation no more striking example of the power and majesty of this great Democracy is to be found than in a great case which occurred in the State of Illinois a little more than twenty years ago.

In observing historical incidents, we are struck by the force of the climax, and sometimes are not equally conscious of the preceding and predisposing causes that lead up to the climax. We all recall the sorrows and the tragedies of the panic of 1893, when the whole nation was shaken to its foundations by a financial depression and reign of disorder and dissension theretofore unequalled in our annals. Coincident with such crises and springing therefrom, there often are seen the flames of social revolution and rebellion which theretofore were smoldering in the minds of the discontented.

As a part of the great industrial organization of the Pullman Company, a model town was constructed for the employees, with the idea of building up a plant sufficient unto itself, possessing solidarity and cooperation as factors

in its strength. During the panic of 1893, those in charge of the affairs and management of the Pullman Company, because of the general business depression, came to the conclusion that they could not continue to carry on their pay rolls large numbers of employees who had been engaged in the construction of cars. These employees were accordingly laid off, and a general feeling of discontent arose among the workers in this industrial town. The employees demanded an increase in wages and claimed that because the rentals for their homes had not been lowered that the hard times prevailing required an increase in their pay. Those in charge of the Pullman Company refused the demands and insisted that as employers they would not arbitrate the points in dispute. In no way related to this dispute, and in no way affiliated with the wage earners at Pullman there was forming in the Nation an organization known as the American Railway Union, in which the moving spirit was Eugene V. Debs.

Among the strikers at Pullman was a woman of intense magnetism and powers of eloquence, with the gift to inspire her following like that possessed by the Immortal Maid of Orleans. She requested an opportunity to address the members of the Railway Union to secure their aid, by way of a sympathetic strike, so as to render successful the strike of her fellow-workers at Pullman. This opportunity was afforded and the effect of her eloquence was electrical. The result was a demand by the Railway Union upon the General Managers of the railways that they refuse to attach Pullman cars to their regular trains. This demand was promptly refused, and thereupon concerted action was taken under the leadership and management of Debs to incite the members of the Railway Union throughout the United States to refuse to permit the carriage and transportation of Pullman cars. This was the beginning of a nation-wide industrial disorder and violence, and almost immediately open conflicts occurred in almost every city in the Union. What had commenced as a simple industrial dis-

pute involving a single employer and its employees, soon flamed into widespread social rebellion. It developed later that telegrams were sent by Debs and his followers at an expense of over \$500 a day, and this was continued even after an injunction was imposed. The total amount thus expended was admitted to be between \$4,000 and \$6,000 for the telegrams sent between June 26, and July 27, 1894.

The acts of violence and destruction of property in and around Chicago are typical of what occurred in other parts of the United States. There was deliberate wrecking of a train on the Rock Island Railroad at Blue Island, Illinois. In the Chicago Tribune of July 1, 1894, in speaking of this incident, it is said:

"They broke the trains, drove passengers from the Pullmans, ransacked the buffet cars, destroying the provisions therein contained."

The "Diamond Special," a fine passenger train on the Illinois Central Railroad, was wrecked just south of Grand Crossing, the "strikers having removed spikes from rails, so that they spread and threw the engine from the track." About this time in a statement given to the press Debs threatened to call out the employees of the Western Union and Postal Telegraph Companies, as well as all members of the typographical unions, so that the newspapers could not be printed. Whole trains full of passengers were held up for hours, and it is recalled that striking rioters shot at a moving train near Cincinnati, Ohio, with the object of killing a railway official who was on board. Freight cars were overturned on their tracks and general destruction of property became prevalent. Dangerous fires were caused in the stockyards, and at one time it was said that entire Packingtown would be burned up.

So long as the conflict remained private in character, both sides had large numbers of followers and sympathizers among the general public. It is interesting to note that at this time those who favored the side of Debs wore white ribbons in their button-holes, and an appeal was made

similar to that existing during the French Revolution. Later on as the conflagration became more serious and it was seen that the strikers, frenzied by resistance, were getting to a point where the safety of the Nation was involved, those who favored a speedy termination of the trouble with the welfare of the great mass of our citizenship at heart, wore the red, white and blue, in their button-holes. At this point it is well to add that Debs said to Judge Grosscup, who, together with Judge Woods, imposed an injunction against him and his followers, that but for the prompt action of the Federal Court, the United States would have been plunged into a state of disorder and insurrection that would have made the French Revolution seem tame by comparison. This illustrates the fact that violence and incendiarism is fanned into wide-spread conflagration like the wind blowing over a dry prairie. The time to act is when the fire is first lit, and when the means are at hand to prevent its spreading.

When it became apparent that the activities of Debs and the American Railway Union were seriously embarrassing the carrying of the United States mails, and the orderly movement and transportation of interstate commerce, it was decided to have the United States Government intervene to protect its interests and the rights of the public. On July 2, 1894, a bill for an injunction was filed on behalf of the United States by Richard Olney, at that time Attorney General, in the Federal Court at Chicago, praying for an injunction against acts which interfered with the carrying of the United States mails and the orderly movement of interstate commerce. Upon a hearing had before Judges Woods and Grosscup, the injunction order was issued and was given to the marshal to execute. At this time, as recited in the Chicago Tribune of July 2, 1894—

“A small army of deputies has been sworn in by the United States Marshal to enforce the legal action that will be taken by the Government. Large supplies of revolvers were purchased yesterday, and 150 riot guns will be deliv-

ered at the Marshal's office this morning. Deputies in large force are to be sent to the scene of every disturbance, actual or threatened. If they are found unable to cope with any situation that arises, the Marshal instantly will call upon the Government for military reinforcements. The troops at Ft. Sheridan are in readiness to move at a minute's notice. A special train of ten cars stands on the track at the fort ready to bring them into Chicago in half an hour."

When Deputy Allen attempted to read the injunction order to the strikers and cried out, "Let all give attention; we are going to read an order of the United States Court," everybody in the hearing of his voice hooted. Allen read the order distinctly and refused to be howled down. Upon the completion of his reading shouts of "O, rats," and blasphemies were heard, such as "To hell with the United States Court," "Who is the United States Court?" the mob shouted. It was soon evident that the force of deputy marshals, several hundred in number, would not be sufficient to handle the situation. It is said in the press of that time:

"The situation early yesterday morning was critical. Marshal Arnold, United States Attorney Milchrist, Judge Grosscup and Special United States Commissioner Edwin Walker, met at the Government Building, and after a short consultation decided nothing but the presence of the fighting arm of Uncle Sam's Government would compel compliance with the court's order."

Thereupon Judge Grosscup communicated this fact to President Cleveland with the request that troops be immediately sent to quell the disturbance and to enforce the order of the court.

By a strange coincidence, with the dawn of the Fourth of July, 1894, the Fifteenth United States Infantry, two companies of the Seventh Cavalry, and a battery of the First Artillery, arrived in Chicago from Fort Sheridan, to teach Mr. Debs and those of his followers who trampled on the dignity of the United States Court, and scoffed at its

order, assaulted its officers, and otherwise treated it with contempt, that the law of the land was made to be obeyed, and not violated under any conditions.

The situation was growing gradually worse, and was becoming more difficult to handle. To support the injunction proceeding which the Government had instituted, and in any event to put an end to further rioting, Judge Grosscup called a special grand jury and laid before them the question of indicting Debs and his followers as guilty of a conspiracy to violate a law of the United States by interfering with the carrying of its mails and the transportation and movement of interstate commerce, under the federal conspiracy statute. About this time Debs issued a statement in which he said:

"The employees from the beginning have been willing to arbitrate their differences with the company. That is their position today. The company arrogantly declares that there is nothing to arbitrate. If this be true why not allow a board of fair and impartial arbitrators to determine the fact? * * * Let them agree as far as they can, and where they fail to agree let the points in dispute be submitted to arbitration."

On July 8, 1894, a proclamation was issued by President Cleveland calling attention to the seriousness of the situation, the need of protecting the Government against attack and interference, and notifying the people that the federal troops had been called out with a definite object in mind, and that acts of violence must stop at once. As the pressure of the Government was extended Debs sought to incite greater numbers to join his allegiance. In some cases this was successful, but it is significant that many organizations and groups of laborers throughout the country refused to follow him, and went on record in opposition to his requests. It was charged that the strain of events, and the very enormity of the social upheaval had affected Debs's sanity. The fact is that as the strong arm of the federal government became felt an immediate sobering

effect was had upon Debs and his followers, and they were counselled to refrain from violence and open disorder.

After the passage of time when we have become accustomed to the exercise of authority, we sometimes are forgetful of the fact that every precedent was forged from raw material. The Government of the United States had never before been put to such a test of asserting its rights and insuring respect for them. Not since the Civil War had the executive been called upon to uphold the supremacy of the national Government and the supreme law of the land. The real party involved in the celebrated case to which I refer was the Nation itself, and the test of its strength was at hand. An interesting instance in this connection, and of considerable historical value, is that upon receipt of the telegram from Judge Grosscup, President Cleveland sent for his Secretary of State, Mr. Gresham, and his Attorney General, Mr. Olney, and the request for federal troops was discussed. It is characteristic of President Cleveland that he said: "Send the troops at once; we can discuss the legal questions later on." It is also of great importance that in this critical event politics played no part. The judge of the Federal Court was a staunch Republican, and the President a staunch Democrat, but both were patriots first. Governor Altgeld of Illinois did not approve of the action of the President in sending federal troops to maintain law and order, and severely criticized the action of President Cleveland in this regard. In response to Governor Altgeld's objections, President Cleveland insisted upon the right of the Federal Government to protect its rights and property at all times, and that it was sufficient unto itself to obtain obedience and respect for its orders and decrees. The communications passed between Governor Altgeld and the President clearly display the determination of the President to do something promptly and effectively and to leave discussion to follow after the law had been vindicated. This in itself furnishes a beautiful

example of the true executive mind which is blessed with a facility to act, not to vacillate and hesitate.

When the special grand jury assembled, after referring to the fact that the jurors were about to discharge a great public duty, Judge Grosscup in his charge to them, laying the corner stone of what has since become the magnificent citadel of our national solidarity and splendid strength, used the following words:

"You have been summoned here to inquire whether any of the laws of the United States within this judicial district have been violated. You have come in an atmosphere and amid occurrences that may well cause reasonable men to question whether the government and laws of the United States are yet supreme. Thanks to resolute manhood and to that enlightened intelligence which perceives the necessity of vindication of law before any other adjustments are possible, the Government of the United States is supreme. You doubtless feel as I do, that the opportunities of life, in the present conditions, are not perhaps entirely equal, and that changes are needed to forestall some of the tendencies of current industrial life; but neither the torch of the incendiary, nor the weapon of the insurrectionist, nor the inflamed tongue of him who incites to fire and the sword, is the instrument to bring about reforms. To the mind of the American people, to the calm, dispassionate, sympathetic judgment of a race that is not afraid to face deep changes and responsibilities, there has as yet been no adequate appeal. Men who appear as the advocates of great changes, must first submit them to discussion, discussion that reaches not simply the parties interested, but the wider circle of society, and must be patient as well as persevering until the public intelligence has been reached and the public judgment made up. An appeal to force before that hour is crime, not only against the government of existing laws, but against the cause itself: for what man of any intelligence supposes that any settlement will abide

which is induced under the light of the torch or the shadow of an overpowering authority?

With the questions behind present occurrences, therefore, we have, as ministers of the law and citizens of the Republic, nothing now to do. The law as it is must first be vindicated before we turn aside to inquire how the law or practice as it ought to be can be effectually brought about. Government of law is in peril and that issue is paramount."

After defining insurrection against the United States and the unlawfulness of interfering with the carrying of the United States mails and the orderly transportation of interstate commerce, Judge Grosscup said:

"When men gather to resist the civil or political power of the United States, or to oppose the execution of its laws and are in such force that the civil authorities are inadequate to put them down, and a considerable military force is needed to accomplish that result, they become insurgents, and every person who knowingly incites, aids or abets them, no matter what his motive may be, is likewise an insurgent. This penalty is severe, and as I have said, is designed to protect the Government and its authority against direct attack."

Judge Grosscup in the course of his charge has this to say with reference to the industrial relations of employer and employees:

"I recognize, however, the right of labor to organize. Each man in America is a freeman, and so long as he does not interfere with the rights of others has the right to do with that which is his what he pleases. In the highest sense a man's arm is his own, and aside from contract relations no one but himself can direct when it shall be raised to work or dropped to rest. The individual option to work or to quit is the imperishable right of a freeman, but the raising or dropping of the arm is the result of a will that resides in the brain and, much as we desire that such will remain entirely independent, there is no mandate of law which prevents their association with others or their re-

sponsibility to a higher will. The individual may feel himself alone unequal to cope with the conditions that confront him, or unable to confront the myriad of considerations which ought to control his conduct. He is entitled to the highest wage that the strategy of work or cessation of work may bring, and the limitations upon intelligence and opportunities may be such that he does not choose to stand upon his own perception of the strategic or other conditions. His right to choose a leader, one who serves, thinks and wills for him a brain skilled to observe his necessity, is no greater pretension than that which is recognized in every other department of industry. So far and within reasonable limits associations of this character are not only not unlawful, but are in my judgment beneficial when they do not restrain individual liberty, and are under enlightened and conscientious leadership. But they are subject to the same laws as other associations. * * * No man in his individual right can lawfully demand and insist upon conduct by others which will lead to injury to a third person's lawful rights. The railroads carrying the mails and interstate commerce have a right to the services of each of their employees and until each lawfully chooses to quit, and any concerted action upon the part of others to demand or insist under effective penalty or threat upon their quitting, to the injury of the mail service or the prompt transportation of interstate commerce, is a conspiracy unless such demand or insistence is in pursuance of a lawful authority conferred upon them by the men themselves, and is made in good faith in execution of such authority.

A demand and insistence under effective penalty or threat, injury to the transportation of the mails or interstate commerce being proven, the burden falls upon those making the demand or insistence to show lawful authority and good faith.

Let me illustrate: Twelve carpenters are building a house. Aside from contract relations each can quit at leisure. A thirteenth and a fourteenth man, strangers to

them, by concerted threats of holding them up to public odium or private malice, induced them to quit and leave the house unfinished. The latter in no sense represented the former or their wishes, but are simply interlopers for mischief and guilty of conspiracy against the employer of the carpenters; but if upon trial for such results the thirteenth and fourteenth men prove that instead of being strangers they are trustees, agents, or leaders of the twelve, with full power to determine for them whether their wage is such that they ought to continue or to quit, and that they have in good faith determined that question, they are not then, so far as the law goes, conspirators; but if it should further appear that the supposed threat was not used in the interest of the twelve men to further a personal ambition or malice of the two it would not entirely justify their conduct. Doing a thing under cloak of authority is not doing it with threat. The injury of the two to the employer in such an instance would only be aggravated by their treachery to the associated twelve, and both employer and employee should with equal insistence ask for the visitation of the law.

If it appears to you, therefore, applying the illustration to the occurrences that will be brought to your attention, that any two or more persons; by concerted insistence or demand under effective penalties and threats upon men quitting the employment of the railroads to the obstruction of mails or interstate commerce, you may inquire whether they did these acts as strangers to these men advised to quit, or whether they did them under the guise of trustees or leaders of an association to which these men belong; and if the latter appears you may inquire whether their acts and conduct in that respect were in good faith and in conscientious execution of their supposed authority, or were simply the use of that authority as a guise to advance personal ambition or satisfy pride or malice. There is honest leadership among these, our laboring fellow-citizens, and there is doubtless dishonest leadership. You should not

brand any act of leadership as dishonest or in bad faith until it clearly so appears; but if it does so appear, if any person is shown to have betrayed that trust and his acts fall within the definition of crime, as I have given it to you, it is alike the interest and pleasure and a duty of every citizen to bring him to swift and heavy punishment.

I wish again in conclusion to impress upon you the fact that the present emergency is to vindicate law. If no one has violated the law under the rules I have laid down it needs no vindication; but if there has been such violation there should be quick, prompt, and adequate indictment—I confess that the problems which were made the occasion or pretext for our present disturbances have not received perhaps the consideration they deserve. It is our duty as citizens to take that up and by candid and courageous discussion to ascertain what wrongs exist and what remedies can be applied. But neither the existence of such problems nor the neglect of the public hitherto to adequately consider them justifies the violation of law or the bringing on of general lawlessness. Let us first restore business and punish the offenders of law, and then the atmosphere will be clear to think over the claims of those who have real grievances. First vindicate the law. Until that is done no other question is in order.”

The grand jury returned an indictment against Debs and others because of his activities in impeding the carrying of the United States mails.

The injunction suit against Debs and the Railway Union became the case of *in re* Debs, decided by the Supreme Court of the United States, when an attempt by the writ of habeas corpus was used to free Debs from the restraint imposed by the Illinois Federal Court. This celebrated decision, written by Justice Brewer, has settled for all time the question of the sufficiency of our national Government to deal with attacks made against it and to

compel an observance of its orders and respect for its authority. Therein it is said in part:

“But there is no such impotency in the national Government. The entire strength of the nation may be used to enforce in any part of the land the full and free exercise of all national powers and the security of all rights entrusted by the Constitution to its care. The strong arm of the national government may be put forth to brush away all obstructions to the freedom of interstate commerce or the transportation of the mails. If the emergency arises, the army of the nation, and all its militia, are at the service of the nation to compel obedience to its laws.

“But passing to the second question, is there no other alternative than the use of force on the part of the executive authorities whenever obstructions arise to the freedom of interstate commerce or the transportation of the mails? Is the army the only instrument by which rights of the public can be enforce and the peace of the nation preserved? Grant that any public nuisance may be forcibly abated either at the instance of the authorities, or by any individual suffering private damage therefrom, the existence of this right of forcible abatement is not inconsistent with nor does it destroy the right of appeal in an orderly way to the courts for a judicial determination, and an exercise of their powers by a writ of injunction and otherwise to accomplish the same result. * * *

“Every government, entrusted by the very terms of its being with powers and duties to be exercised and discharged for the general welfare, has a right to apply to its own courts for any proper assistance in the exercise of the one and the discharge of the other, and it is no sufficient answer to its appeal to one of those courts that it has no pecuniary interest in the matter. The obligations which it is under to promote the interest of all and to prevent the wrong doing of one resulting in injury to the general welfare is often of itself sufficient to give it a standing in court. * * *

"It is obvious from these decisions that while it is not the province of the government to interfere in the mere matter of private controversy between individuals, or to use its great powers to enforce the rights of one against another, yet whenever the wrongs complained of are such as affect the public at large, and are in respect of matters which by the Constitution are entrusted to the care of the nation, and concerning which the nation owes the duty to all the citizens of securing to them their common rights, then the mere fact that the government has no pecuniary interest in the controversy is not sufficient to exclude it from the courts, or prevent it from taking measures therein to fully discharge those constitutional duties.

"The national government, given by the Constitution power to regulate interstate commerce, has by express statute assumed jurisdiction over such commerce when carried upon railroads. It is charged, therefore, with the duty of keeping those highways of interstate commerce free from obstruction, for it has always been recognized as one of the powers and duties of a government to remove obstructions from the highways under its control."

It is interesting to know that the decision of the Supreme Court of the United States in the recent so-called Adamson Bill case (*Wilson vs. New et al.*) is founded upon *in re Debs*, from which I have just quoted; and the opinion of the Chief Justice once more exalts the supremacy of national power and assures us of a federal government adequate to compel obedience to lawful authority and the orderly transportation and interchange of commerce between the states.

The great war, in which the United States has joined, is for the triumph of democracy and the complete defeat of autocracy and empire. When this war comes to an end, a peace with victory, even the casual observer can see that there will be no chance to question the quality, the genuineness of the freedom that will be granted. All over the world, the people will demand and will obtain a true meas-

ure of the free exercise of human rights. There will be no patience shown to those who argue for anything less than the fullest and most complete distribution of democratic privileges and immunities. As a part of this adjustment to the new order, will come the need for the settlement of industrial disputes by an orderly method, some form of cooperative courts of arbitral justice, or there will be the most violent and sanguinary disorders that have ever occurred. We must prepare to meet this need—it is the most important problem that faces this nation, in the time of war or in time of peace.

Organized efforts, powerful and far-reaching are always at work to undermine the judicial power of our courts. The power to issue injunctions in labor disputes is challenged and denied. Under pressure of force and a weak subserviency to political advantage, we are apt to yield and approve modifications of our judicial system and the power of our courts. With all the strength at my command, with all my devotion to this great republican government, I ask that we stand steady in the faith, true and courageous in our unalterable determination to see that the courts of this land be kept forever strong and sufficient, honest, fearless and above suspicion. The dispensation of justice is the highest quality in the human breast and the courage to uphold the law against any attack is the most sublime of any in the world. If the power of our courts in injunction cases is ever weakened, the end of the republic is in sight. No military force could keep it together. We would be dismembered in internecine struggle and rebellion. Let us stand forever loyal to our institutions of free government, unafraid to uphold our liberty according to law, to quell riot and disturbance, to live as neighbors and friends under the reign of law and order, to exalt justice and the worship of Christian ideals for the preservation of our freedom regulated by law.

To all of us who love liberty and the pursuit of happiness, I wish to emphasize the need of insisting, at any cost,

that the power of our courts to issue injunctions be never weakened. It is the strong arm of a court of equity, ready to restrain the employer when he acts against the welfare of his employees, and to restrain the employees in acts unjust and injurious to the welfare of the employer. Above all, it is the final means of keeping us safe from violence and to protect the great mass of our citizenship that is not directly involved in the dispute. It is the power to protect life and property from unjust attack, no matter from whence it comes. It is the means of bringing the decrees of justice to the point of common obedience—the means whereby the government may compel its right to endure and go forward with respect. Those who challenge the power of our courts challenge the very life of the Government, for the court is but the hand that protects the life of the commonwealth.

Illinois, proud State of the prairies and great rivers, has given to the nation much that has made us glad to rejoice in the blessings of our freedom. When we think of the majesty of Lincoln, the iron courage of Grant, it is fitting to recall that the first real test of liberty according to law was worked out in this splendid State, and the timely courage of the firm, stubborn and unflinching Cleveland, responding to the call of our own Federal Court, enabled us to show to the world that a democracy based upon self-denial and mutual forbearance is yet strong enough to stand for its life and to compel respect for its authority.



THOMAS BEARD.

From an oil painting presented to Beardstown by his daughter, Mrs. Stella Beard Poe.

THOMAS BEARD, THE PIONEER AND FOUNDER OF BEARDSTOWN, ILLINOIS

BY REV. P. C. CROLL, D. D.

It is an honor and a privilege to participate in the holding of this Eighteenth Annual Meeting of the Illinois State Historical Society, because itself has such an emphatic, historical setting. It meets but a month after our great nation has become actively involved in the great world war, which has already distressed, if not laid waste most of the nations of Europe. Within the bounds of this city are now established two camps and training schools, one for the training of our soldiery and the other for the schooling of an army of Red Cross nurses, for the equipment of a mighty force in the participation of the great struggle for world-freedom and democracy. It is but four days since, as a consequence of this world's struggle, there visited this city the distinguished representatives of France, and here, in the Hall of our State Legislature and at the tomb of the great Lincoln, with the city gaily decorated with the flags of two nations, paid a fitting tribute to this State and Nation, and made touching appeal to the great commonwealth to come to the help of the gigantic struggle, now going on on French soil and elsewhere, against militaristic autocracy. Again, it is but a week since in this city for the first time in its history, (and let us hope forever), the notorious John Barleycorn, as a *persona non grata* to the majority of its citizens, was compelled to bow his exit from within its bounds. Once more, it meets just as the first century of the State's life, as the 21st member in the federal union, is running to its close and while prep-

arations are going on for the proper celebration next year, of the first centennial of Illinois as a separate state.

While these preparations are going on for the fitting observance of Illinois' centennial, it has been thought proper to direct attention to the history of local communities, as a sort of prelude to next year's more elaborate historical pageant, for it will be found that the State's history can only be spelled out by the sum of the life and development of the separate local communities. Like every thing else, the whole is but the sum of all its parts. Hence the writer will attempt in this paper to tell in brief the story of Beardstown and Thomas Beard, its pioneer founder.

This city of Beardstown will itself celebrate the centennial of its founder's first setting foot upon its sandy soil only one year after our state shall have celebrated its enrollment among the great union of states, over which proudly floats out national emblem with its now forty-eight stars.

But first let me give a paragraph to show the true historical setting, at that time, when our State, and this municipality came into being, as to world's life. As intimated above, our state was just one year old when Thomas Beard first came to the Mounds Village of the Muscooten Indians, which then occupied the site of the present proud municipal queen of Cass County. The white settlers, in the limits of the county, then could have been numbered with the fingers of one hand. As the great territory's settlement had scarcely begun, out of which was carved this twenty-first state of the union, none of the internal improvements, which now give Illinois such a conspicuous place in the sisterhood of states, had yet come. There was then no foot of railroad built, or canal dug, in the entire state, which now boasts of being the greatest railroad state in the union. There were then scarcely any highways in all the state. 'Tis true, there was a narrow rim of settlements along the southwestern border of the state, with Kaskaskia, the State's first capital, as its center. And there

was a system of bridle paths and mud roads—made famous in the writings of Charles Dickens, who visited this State in an early day*—which connected these first settlements. In-coming settlers, as far as these came overland, made new paths through the rich glebe, for their prairie schooners, while in the southern section road-marking and road-building was being discussed and effected between the French settlements of Old Vincennes, on the Wabash, and St. Louis on the Mississippi. But the central and northern sections of the State still lay in their unbroken, virgin, prairie condition. There was a map of the State giving its general outlines, but Chicago, Rockford, Dixon, Rock Island, Ottawa, Streator, Joliet, Bloomington, Peoria, Galesburg, Carthage, Quincy, Macomb, Havana, Springfield, Decatur, Champaign, Danville, Paris, Charleston, Pana, Hillsboro, Vandalia, Alton, and Beardstown, together with the scores of flourishing towns lying between, were then not on the map. For a decade or more after this, the first settler had not yet come, either to the State's gigantic metropolis Chicago, or its present progressive capital city, in which we are now assembled. Beardstown came into being before any of the above named centers of life and activity. She was among the first of the State's town-children to be born, and was a flourishing trading post, known far and wide, as a meat-packing center and emporium, while Chicago still lay in its infantile swaddling clothes, and while Omaha and Kansas City and Denver and Portland and Seattle were still undreamed of non-entities. Even New York, Boston, Philadelphia and Baltimore were then comparative small cities, while the whole nation had less than nine millions of population. We had just fought our second war with Great Britain, and Europe had newly come to rest from that nineteenth century dreamer of world empire, Napoleon Bonaparte. The first steamship had not yet crossed the Atlantic, nor had ever yet the streets of any American city been lit by gas nor a

* Charles Dickens visited Illinois in 1842.

telegraphic message been sent in all the world. As for telephones, cables, or wireless messages, bicycles or automobiles, aeroplanes or submarines, they were not dreamed of for another half century. Negro slavery still flourished in the southern half of our country and continued for forty years longer. The great emancipator, who gave to this State her greatest fame as one of her adopted sons, was just ten years old, and had not yet set foot upon her prairie soil. The Indians still occupied two-thirds of our immense domain. Lo! what a century of exploration, invention, settlement, conquest, development and making of political history lies immediately behind us! Illinois' one hundred years of life has seen the working of the mightiest wonders of progress in every line of modern-day advancement that this world has ever known. Physically it has been the wonder-working century of all time.

It was at the beginning of this marvelous century, just past, that Thomas Beard, a youth of twenty-three or twenty-four years of age, of eastern birth, first stepped upon the state's still uncultivated soil. But the then awakening empire of the middle west stirred his blood and lured him forth with the restless and insatiable *wanderlust* of the explorer. We shall see to what it led him.

Thomas Beard was a man of good, sturdy, New England stock. In his forbears and his own personal experience he contains and covers the best advancing trend of our nation's progressive history. Through his ancestors he is connected with the best blend of blood and progress that marked the centuries of settlement, historic development and political independence that had its beginnings in New England and the Atlantic seaboard.

In the Revolutionary war roster of sailors from Massachusetts appears the name of Amos Beard, who served for seven years in that severe struggle for freedom "that tried men's souls." He was the grandfather of the subject of this sketch. Before he enlisted in the sanguinary struggle for liberty and independence, he had married Hannah

Needham, descendant of another worthy New Englander, and of this union was born in Berkshire County, Massachusetts, on September 24, 1764, their first son, Jedediah. Six other brothers and sisters came to gladden and fill up this new home before the fires of revolution were kindled, when the patriotism of the father, that burned like a hidden flame, broke forth to make him, with others, go forth, with trusty flintlock and a stout heart to

Strike till the last armed foe expires
Strike for their altars and their fires;
Strike for the green graves of their sires,
God and their native land.

This Jedediah, from twelve to nineteen years of age, assisted the mother in the care of the home, while the father was fighting for his country's deliverance from the oppression of Great Britain. He became later the father of Thomas Beard, the western pioneer. "Near the close of the long military struggle the anxious and care-worn mother died and the patriot husband and father returned to his desolate home and to his motherless children. To better his condition he removed his family to Granville, Washington County, New York, where certain of the relatives were then living."

On September 1, 1793 at Granville, Jedediah Beard married Charlotte Nichols, daughter of John Nichols, who was born in Vermont. Of this union was born at Granville, on December 4, 1794, their first child, Thomas Beard, the subject of this sketch. An uncle, Amaziah Beard had in 1798 removed from Granville to the "Western Reserve" of Ohio. He sent back repeated and glowing reports of the prosperity and advantages of this new country, so that Jedediah soon felt the urging of the western wanderlust, and as soon as he could overcome his wife's reluctance, which was in 1800, they, with certain other neighbors, took up the trail and trekked to the wilds of Ohio and settled near the southern shores of Lake Erie. Thomas

was but six years old at the time of this fitting, but if an impressionable child at all, he was old and observant enough to sow the seeds of adventure, which developed in his brain about fifteen years thereafter, when of his own accord he plunged into a newer and larger and more distant country to explore and settle and develop and write his own name upon the yet unwritten tablets of history, in the then new-born State of Illinois.

The hardships endured in his family's removal from New York to Ohio have been related, but they were a valuable asset for the boy, who should brave greater hardships and plan greater exploits as a young man. Finally, however, the difficulties of that primitive journey on horseback in mere bridle paths came to an end after four months, when the boy's uncle, Amaziah, came out to meet them with an ox team from his settlement at the present site of Barton, on the west bank of the Cuyahoga River, where they also took up their new residence on May 4, 1800. From a biographical sketch by Hon. J. N. Gridley, we learn that Jedediah Beard purchased a lot in the new town, having previously bought a mill property on the west bank of the river. In a double log cabin, erected on this lot, the Beards took up their residence and reared their family among forests, and amid wild animals and Indians. What a school for coming adventurer and pioneer! Some prosperity came to the household and the children were educated to the best of their ability in their own home and later in a private school taught by a teacher named Robinson, in Conneaut, Ohio. The following letter written by Thomas Beard to his father, came to my hands through his niece Mrs Mary G. Fisher a nonegenarian of Petersburg, Illinois, showing the young Beard away at school at Salem Ohio in 1814.

Salem, January 2, 1814.

Dear Father:—

We have this morning received news from Buffalo of its being burnt. The express arrived here last night at

midnight, and says the enemy crossed over last Friday morning at Black Rock, and the regulars and militia to the amount of 2000 attacked them, but not being able to stand this enemy, they retreated to Buffalo, where they were surrounded and taken prisoners. He says the enemy had proceeded towards Erie about ten miles, and were marching on as fast as possible with intention to burn the vessels that lie in the basin at that place. We have heard that there was 3000 of the enemy that crossed over. As to our school we have had a very good chance so far. I have got as far as rebate, and Thalia is now on compound interest. Our bill is likely to be very high, as provision is hard to be got at any price. Wheat costs 12 shillings per bushel. If you could buy it at a reasonable price you could sell it here at a dollar and a half a bushel. Mr. Robinson wants to have you bring down two or three cheeses for him when you come. We are very well contented with our situation there and at the school. Thalia hopes to see you here this month. I hope you will write us soon as you receive this. We have scarcely heard from home since we have been here. Curtis must write a letter at least a rod long, and let us have some news. I think I have wrote my part.

(To Jedediah Beard.)

(Signed) Thomas Beard.

Under this instructor Thomas made rapid progress in his studies. In later years he attended an academy, where he studied history, mathematics, surveying and other branches of learning.

Like his grandfather, so his father had a strong patriotic nature and needed but the proper occasion to kindle it into a burning flame. Accordingly at the outbreak of the war of 1812 Jedediah Beard became a soldier. He was chosen Lieutenant Colonel of the 1st Regiment of 4th Brigade of 4th Division of Ohio State Militia, and in March, 1813, took command of his regiment and reported at Cleveland, Ohio. He, like his father in the Revolutionary struggle, left wife and a large family (nine children in all) to struggle

in their domestic conflict, while he battled the enemy at the front. Thomas, a youth of 18 years, shouldered the responsibility of his father in this domestic struggle. But it was not for so long a term, for immediately after Perry's victory on Lake Erie, in September 1813, the father returned to his family.

Thomas soon thereafter, reached his majority and with this period of his development, was manifested his desire of adventure and exploration. The opening west lured him. He had dreamed of the pioneer experience, of discovery and a home amid the newer and wilder scenes of the now opening Mississippi Valley. Though his mother was loath to see him leave home and made long protest, the ambitions and perservance of the son finally prevailed. In 1817 he left home. His first letter from Wooster, Ohio, dated December 13 of that year states his intention to start for the south on Monday next. The next letter was sent from St. Louis, from which city he proceeded to Edwardsville, Illinois. Here he must have remained some time. It is known he had a grave spell of sickness while residing here with a family named Dunsmore. In 1819 he leaves Edwardsville, in company with Gen. Murray McConnel (whose later years were spent in Jacksonville, Ill.) to make an overland trip on horse-back to the Illinois River, having been previously explored to some extent by his travel mate. Their destination was the Kickapoo Mounds just below the mouth of the Sangamon. At this place was then located an Indian village, or settlement, of the Muscooten tribe. They had given the name to the large local bay located here, from which for many decades since the finest ice is harvested and shipped every winter and quantities of the best fish are caught and shipped every summer. The prospect pleased Mr. Beard and he decided to remain, while Gen. McConnel returned. And his remaining and becoming the first white settler at this point fixes the date of Beardstown's beginning. His hut was the westernmost outpost of civilization at this point and his

first operations the stake setting and beginning of the future Beardstown, though the town site may not have been plotted for nearly a decade later. Little did his protesting mother dream on his leaving taking from home, that she and her husband and many others of her family should ever be lured after him, and, like Joseph of old, he be found in this land of corn to give them a welcome in their old age and a happy home and a peaceful sepulture here in this prairie soil. The following description of a journey made by a sister and brother-in-law of Beards and their family is descriptive of Mr. Beard's life there, and the journeyings and settlements of Illinois' early pioneers:

The first relatives that came west was Edward Collins and his family, which consisted of his wife, one daughter 16 years of age, myself and a boy 5 years old, and baby 1 year, also a daughter of Mr. Beard. In an old letter we find, they left Barton, Ohio, on Nov. 16, 1836, drove to Wellsville, arriving there on the 19th, we then went aboard the steamer Tremont, reached Louisville the 23d. We transferred to the Girard, a better boat for St. Louis. On the 30th, we left St. Louis on the Wyoming for Beardstown, the only boat that could run when there was ice in the river. My brother-in-law told me afterward there were but two boats built for that purpose, and they were not a success. We arrived in Beardstown on the 1st of December, 1836, after a perilous trip from St. Louis which took two days.

Incidents I remember of the journey in those days. The cabins were small, and not built for passengers. The deck was one large room, and each family was allowed a space for themselves and baggage, extra pay for the same. We had the center, and the spaces were partitioned off. The room for the deck hands was enclosed; there were little benches all around the room. We had boxes of provisions and clean straw beds. One nice family on the side of the boat who had a stove and kindly let us use it when we needed it.

While on the Girard our boat run a race and won. The children enjoyed it but mother did not.

On the Wyoming, wheels were large buckets to help propel the boat, and I used to enjoy watching them. The buckets would dip up the water and when they came to the top of the wheel would turn over and empty the water. One bucket was broken.

The ice came thicker and faster, an unusual break up at that time, but we moved slowly along.

The deck hands stood on the bow of the boat with long poles with sharp spikes in the end and when a large cake of ice came they would push it one side of the boat.

They had barrels of tar near the fire where they could dip the wood in when it was necessary to do so.

When the night came, they lighted up the boat and the large cakes of ice would strike the boat, and every timber would shiver and shake. Loud voices were heard and great excitement prevailed. I was close in my mother's arms and she would say, another blow like that and we are gone, but we survived the night.

They stopped frequently for wood. Toward night my brother Chas., 5 years old, thought his father went ashore and tried to follow him. The plant was icy and he slipped and would have gone into the river. A man caught him and Blessed Providence saved him.

Uncle Beard lived on the opposite side of the river from the town, keeping the ferry. He knew we were on the way, but no telephone to inform him of our whereabouts, and he was anxiously waiting for us. He finally decided to go to St. Louis with teams the next morning and meet us, but we arrived that night before he started.

He heard the boom, boom of the boat down the river, and had all hands out with the flat boat and went over the icy river and met the steamer and we were transferred to the flat boat.

We reached the Schuyler side as a large cake of ice was coming down. We made our way to the large two story

white house all lighted up to welcome us, and a lovely supper awaiting us. Hot biscuits and honey and other good things with uncle Beard smiling awaiting us on Dec. 1, 1836.

Thomas Beard seems to have had no difficulty in becoming acquainted, and a favorite among the red men. He began the life of a trader among them and continued it for a number of years. There were checkered experiences for these years. But Thomas Beard, the squatter, managed to get into his possession some of the land on the river front where their mounds were located, to which he afterwards acquired legal title when the new state disposed of them (begun in 1823). In 1826 his first land entry was made and the real beginning of town building began. Gradually new settlements came into these parts, which in a few years grew more rapidly. A westward trail led through these parts which grew into a busy emigration highway for the country west of the Illinois. The peninsula formed by the Illinois and Mississippi rivers was parcelled out by the national Government as bounty land to the soldiers of our second war with England, and has ever since been known as "the Military Tract". There was a rush for it, and the states beyond the Mississippi, viz: Missouri and Iowa. This made it profitable to establish a ferry at this point, which favorable opportunity Thomas Beard embraced in the year 1826. Soon hotel quarters were needed on either side of the stream and Mr. Beard, having meanwhile laid out his land in a town plot, erected his hostelry at the corner of State and Main Streets, which was known to past generations as "The City Hotel", and which was only displaced in 1915 to make room for the new Federal Building, which now adorns this corner. The opposite side of the river also had hotel accommodations in charge of different men, but was in the hands of Thomas E. Collins, (a nephew of Beard, and born in Barton, Ohio), on the occurrence of the remarkable and sudden change in temperature, known in local history as "the Cold Day of

Illinois," (which occurred on December 20, 1836), and which he described, when many men out traveling and many heads of cattle were frozen to death in different parts of Illinois by an almost instantaneous drop of a mild temperature to many degrees below zero.

The first accounts of Beard's doings here given by himself and preserved, are from letters to his parents. But they are after he had purchased the land from the State and laid out his town plot, thus:

"Sangamon Bay, March 20, 1826, I have settled on the East bank of the Illinois River, on public land, 120 miles above St. Louis. My reason for choosing this location is on account of its being a valuable site for a town and a ferry. The country is settling fast."

A few other historical data may be quoted here as taken from J. Henry Shaw's address on Cass County's History, delivered on July 4, 1876. They are as follows:

"The principal Indian tribes of the Illinois were the Muscootens, and their town was upon the present site of Beardstown, on the east bank of the river, at the foot of Muscooten Bay, and was called by the French 'the Mound Village'.

"The Peorians, another of the Illinois tribes, more particularly occupied that portion of the country between the rivers (Illinois and Mississippi), having their town on the west bank of the Illinois River, four miles above the Muscooten village, upon the bluffs back of the present town of Frederick. The present site of Beardstown was at that time an island, surrounded on the northeast and south by almost impassable swamps, containing dangerous quicksands and quaking bogs and which could be crossed only in canoes or by Indians jumping from hillock to hillock of the turf grass with which these swamps were interspersed, and on the west by the Seignelay (French name) or Illinois River. The Indian town of the Muscootens was a beautiful place. It was built upon a series of beautiful mounds, covered with grass, and partially

shaded by tall trees, which stood like sentinels upon the hills, or ornamental trees upon a lawn, so scattered as to obstruct the view of the whole town from the river. The island had evidently been selected, not on account of its natural beauty, but for its easy defense and safety from enemies.

"Back of the swamp which protected the rear of the town, was a wide belt of rich prairie bottom land, and beyond six miles, loomed up the Sangamon Bluffs, looking like miniature Andes in the distance, between which and the island, in the day time, all approaching foes could be discerned."

Here follows the description of a great battle fought at Muscooten Bay, between the Iroquois and Miamis on one side and Illini (Peorias and Muscootens) on the other. The Miamis encamped upon the present site of Chandlerville and there buried their dead in bluffs nearby, whose skeletons were seen exposed by wind and rain long after the town's settlement, while the Muscootens dispersed. Years later this island was taken possession of by the Kickapoo Indians, upon which they built their village, known as "Kickapoo Town" and remembered by the French missionaries as "Beautiful Mound Village."

"This became a favorite trading post and missionary station and continued in the possession of the Kickapoos until its settlement by Thomas Beard in 1820, after whom the present city of Beardstown was named.

"Forty years ago the great mound in Beardstown began to be encroached upon by the spade and the pick axe of the avaricious white man. The decaying bones of the red warriors as they lay in their quiet and lonely resting place, with the implements of war around them; the silver and flint crosses of the missionaries; even the beautiful mound itself, which as an ornament to the river and a historic feature of the town, should have been held sacred, could not restrain the money-making white man from destroying it, and it is now recollected only by the old settlers, who

used to sit upon its summit and watch the passing away of the last two races—the Indian in his canoe and the French voyager in his pirogue.

“In 1700, Illinois was a part of the territory owned by the French Government and was called New France.

“In 1720 all the country west of the Mississippi River belonged to Spain, with Santa Fe as its capital.

“In 1763 Illinois was ceded by France to Great Britain after a ‘seven years’ war’. Many French inhabitants, rather than live under British rule, joined Laclède and settled St. Louis.

“In 1778 the Illinois country was conquered from Great Britain by troops from the state of Virginia under the command of General George Rogers Clark, which was an independent military enterprise of the state; and on the 4th of July of that year, General Clark and his troops took possession of Kaskaskia, the capital of the British possessions west of the Alleghenies, and declared the Illinois country free and independent of Great Britain, thus making the 4th day of July the natal day of this State as well as of our nation.

“In that year Illinois was created a county of Virginia, and Thimeté DeMombreun was appointed by the Governor, Patrick Henry, a justice of the peace, to rule over it, which was possibly the most extensive territorial jurisdiction that a magistrate ever had.

“In 1794 the Legislature of the Northwest Territory divided it into two counties, Randolph and St. Clair.

“In 1809 Illinois was a separate territory.

“In 1812 Madison County was organized from St. Clair and then contained all of the present state north of St. Clair and Randolph.

“In 1818 Illinois was admitted into the Union as the twenty-first state.

“In 1821 Greene County was formed from Madison county. In 1823 Morgan County was formed from Greene and in 1837 Cass County was formed from Morgan County.”

"Immigration was retarded by frequent earthquakes in Illinois. Between 1811-13 they were as severe as any ever on the continent. New Madrid, a flourishing town near the mouth of the Ohio River was utterly destroyed and swallowed up. In 1825 the Erie Canal was completed and steamboats had been introduced upon the Mississippi and its tributaries, while immigration received a new impulse and flowed vigorously. In the East it was called "the Western Fever", and it carried many off West.

"In 1818 a man by the name of Pulliam settled upon Horse Creek, a tributary of the Sangamon, and later in November of that year, another man by the name of Seymour Kellogg, was the first settler in the country comprised afterward in the county of Morgan, and it was at his house that the first white child of the Sangamon country was born."

This gives us the settling of this section and county at the time Thomas Beard arrived. He was the first actual white settler within the limits of Beardstown, coming in 1819, as we have learned and remaining to make it his permanent future home. In 1820 Martin L. Lindsey and family. Timothy Harris and John Cettrough settled in Camp Hollow, a short distance east of the present county farm, where Mr. Lindsey built a cabin in which the first white child in this immediate vicinity was born. (Are any of these descendants still with us? May our present mayor have come from this stock of Harrises. Then he should be re-elected as the offspring of earliest pioneers and honored to preside at our city's centennial celebration.)

In 1820 the first family, after Beard, settled on the site of Beardstown. Their name was Eggleston. In 1819 the late mayor Elijah Iles, of Springfield, landed here and passed on to the "Kelley Settlement," afterwards called Calhoun, and now Springfield, the State capital. He spoke of a hut at Beardstown built of birchen poles, standing on the bank of the river. Was it Beard's temporary quarters or that of earlier French traders or missionaries?

Archibald Job, later a prominent character in the

county, took up temporary residence on Beardstown's site in 1821. That year there were but twenty families in all the limits of the present Cass, Morgan and Scott Counties.

Where Beard found his first wife the present writer does not know, but that he was married to Sarah Bell in 1826 is recorded. Their oldest child, a daughter, was born here on July 1, 1827. We know also that they had two more children, when in 1834 they were legally divorced.

We come now to the records of land entries made by this pioneer. These are found in the Recorder's office of Morgan County.

The first land entry was made by Thomas Beard and Enoch C. March, jointly on September 23, 1826. It was the n. e. quarter, S. 15, T. 18, R. 12 and upon this quarter Mr. Beard's first cabin had been built. On the 28th day of October, 1827, they entered the northwest quarter of this section, which extended to the river front below the big mound. Beard individually had entered the west half, southwest, on October 10, of same year, and John Knight entered the East Half, Southwest on July 17, 1828. These three men entered the entire section upon which the original town was located, in the years 1826, 1827, 1828. This original plot was laid out into town blocks, 23 in all, fronting on the river three blocks deep, reaching from Clay to Jackson Streets, of which block 10, lying between the Park and Main street, is the center one. It was the work of Beard and March, but the town was named for Beard. Francis Arenz (afterwards the closest and most confidential friend of Beard's) and Nathaniel Ware were among the first purchasers of property, and became joint land proprietors with Beard and March. An early deed was made to "Charles Robinson of New Orleans" in 1828 for the consideration of \$100. The plot was about twelve acres. He agreed to place upon it within a year a steam mill, distillery, rope walk or store, or in default, return the deed for the consideration given. This Charles Robinson lived until late in the seventies near Arenzville.

The first minister who settled at Beardstown, about 1823, and entered eighty acres nearby was Reddick Horn, a Methodist. Previous to 1830, the time of the deep snow, about 200 families had settled in the valley between Chandlerville and Arenzville. The event of the "big snow" became an easy incident to reckon from in point of personal memory, as also the "cold day" in 1836 and the "big flood" in 1844.

With the incoming rush of settlers and travel Beard's three-fold business increased, viz. his ferry, his hostelry and his sale of town lots.

Thus we learn that on May 10, 1836, he and Francis Arenz, acting for Ware, laid off an addition of thirty-six blocks, and called it "Beard's and Ware's addition" to Beardstown. Ware then sold all his interests to Arenz, and these two, Beard and Arenz, then on July 1, 1837, laid off another twenty-one blocks which they called "Beard's and Arenz's addition."

From a letter to his father, written on February 23, 1830, we learn how Beard was flourishing at that time. The letter follows:

BEARDSTOWN, MORGAN COUNTY, ILLINOIS,
February 23, 1830.

I am still keeping ferry and public house. A part of my land I laid out in town lots, which the people have given me the honor of calling by my name. The place is improving. There are now three stores, and a very extensive steam mill, capable of manufacturing from 50 to 75 barrels per day. Also a saw mill and a distillery attached. I am now engaged in building a two story and a half brick house, 33 by 43. This building prevented my coming home last fall as I intended. My iron constitution still holds good, though exposed to every hardship."

The building alluded to in this letter was the one already referred to as the "City Hotel" of Beard, which stood, somewhat improved by Henry T. Foster in later

years until 1915, when it was removed to give place to the new Post Office building. It was thus an ancient and historic landmark of eighty-five years, when it gave way to the march of greater progress in Beard's old town. But what changes it saw! What traffic on the river upon whose bank it stood a mute witness! What a stream of travel and westward migration overland it saw course in and out its hospitable doors! What a lively city it saw growing up about it! What slaughter and meat-packing houses it saw rise and fall! How the grist, saw and gin mills, as earliest businesses, grew apace within its life—the flour mill of Schultz, Baujan & Co., alone now sending out 1500 barrels daily, the saw mill of A. E. Schmoldt, until recently doing a gigantic business and the liquor business now increased, alas! to twenty odd retail establishments! How the young state has since developed into the third state of the Union in population and wealth! How it saw the birth of Chicago, the same to grow into the metropolis of the State and the second city in size in the United States.

Mr. Beard was enterprising, honest and upright, diligent and farseeing, public spirited and benevolent and thus he was respected and prospered.

Among the beneficent deeds of his life was the building of the first school house in 1834 (the one recently torn down on Sixth Street, near State, to make room for Floyd M. Condit's home) which he and Francis Arenz built jointly and presented to the town. Well, therefore, that our present school board honored this founder and public benefactor with the naming of the latest, the finest, and the most modern school building of the city for this generous pioneer. Mr. Beard also presented the town with its Central Park, made historic by many public meetings, musicals, band concerts, political mass meetings, with such orators as Lincoln and Douglas speaking in it, and with the holding in it for a score and a half of years of the popular "Beardstown Annual Free Fish Frys". Shame that it should have been desecrated by a lynching act. Its present con-



BEARD SCHOOL BUILDING.
BEARDSTOWN ILLINOIS.



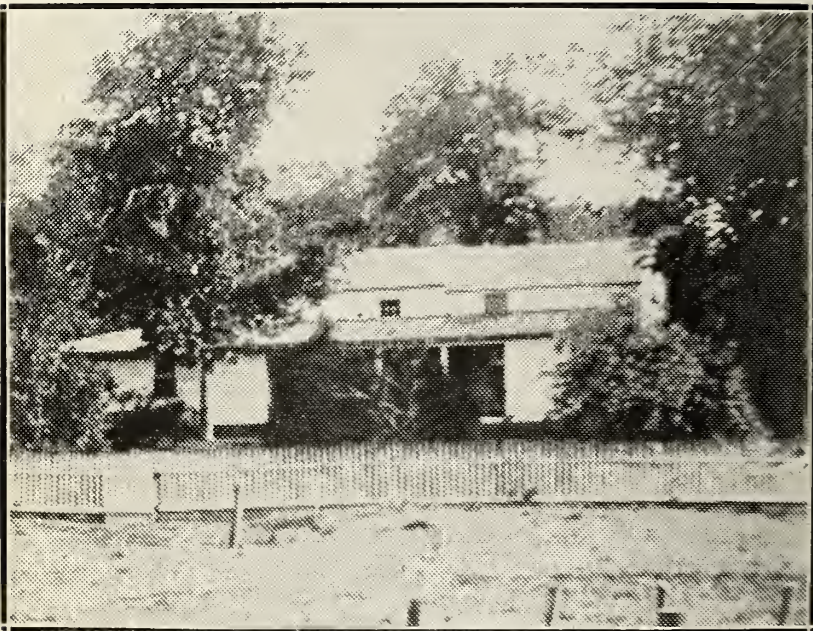
CASS COUNTY COURT HOUSE.
Built by Thomas Beard. Now City Hall. Beardstown.

dition of concrete walks, fine lights, well kept lawns and flower plots reflects credit and its rest benches bring comfort to Beardstown's present population.

There is another relic of Beard's—the most historical of all, and Beardstown's most interesting shrine—as dear to this city as Faneuil Hall, or Old South Church is to Boston; or Independence Hall, or the Betsy Ross house is to Philadelphia, and that is Cass County's first court house, now our City Hall of Justice and Administration, Which faces Beard's park, and which in 1844 was erected under contract for the county by Thomas Beard. It is as classic as Carpenter's Hall of the Colonial period and as sacred as any hall of justice on the continent, because in it has Justice swung her equipoised balance, without a tip to either arm we trust, during many years; because over its right to be the county's administrative center have the hottest battles been fought locally, and because within its walls, America's greatest citizen and president pleaded and won the cause of freedom from a charge of murder for one of his befriended clients in a case, which, because of Lincoln's shrewd methods of cross examination, whereby in the use of an Almanac, he confounded the star witness against him and proved his testimony false, has been extolled in all the nation and added a brilliant plume for the brow of "honest Abe", before he was thought of as a candidate for the White House. While Lincoln's association with this Hall may be its chief glory, the name of Thomas Beard as contractor and builder is not a mean historical notoriety. Should it look for more honors to add to its sanctity might be said that at least one of the oldest congregations of this city was organized within its walls and for over a year conducted its services within the court room. As this was before Mr. Beard's death, it is not impossible, nor a wild flight of the imagination, to conceive that he may have been a witness at this church's founding or organization. This congregation erected in 1850 its first building at 4th and Lafayette streets.

But the murder trial of Duff Armstrong takes precedence of all other interesting incidents connected with this Hall. The story of it is well and minutely told in an article by Hon. J. N. Gridley of Virginia, and published in the Illinois State Historical Society's Journal of April, 1910. It would be interesting to quote at length from the article here, but we refer the interested reader to the article itself and turn to another and the last of Beard's historic landmarks. This was his summer home in the bluffs, and has just given way to Time's devouring tooth, as it was razed this very Spring.

In 1836 Thomas Beard, having found fortune smiled upon him, bought 560 acres of land at the bluffs to the northeast of town, where this skirting rim of land elevation forms an obtuse angle of about 240 degrees in the frame it builds of the eastern and southern sides for the Illinois and Sangamon River valleys. It is six miles from town and located just east of the Brick School House (which, by the way, was built by Beard), where the bluffs shove out this elbow. The property is now the possession of Mrs. Ella Seaman, widow of the late Fred Seaman. Here Mr. Beard reared his summer home, located on the first terrace of bluff land in the shape of a commodious bungalow of oak and walnut. He surrounded the same with choice orchards and vineyards and opened the house to hospitality, sociability and domestic bliss. Many were the occasions when these three sisters like sweet graces, presided here, and many are the memories of our few surviving octagenarians of social functions enjoyed here; and many the stories told of the choice and luscious fruits grown in these hillside orchards. Few of the fruit trees survive and hardly any of the choice grapes that once grew here. There are two or three chestnut trees in the rear of the house—very rare arborial specimens for Illinois—which Mr. Zuar E. Maine, a relative and townsman, recently told the writer his father had brought as nuts from the northern part of Ohio, when in 1837 he moved here at the solicitation of Mr. Beard, and



BEARD HOMESTEAD.

planted them upon the latter's land. They bear nuts each year and thus form a sort of living link between two or three generations—an annual dividend of kindly care and thoughtfulness for posterity. It chanced that Mr. Beard soon succeeded in drawing to his new settlement a large portion of his eastern relatives, for in close proximity to his homestead the land was bought up by four or five brothers-in-law. Mr. Collins' and Mr. Loomis' farms adjoined his on the south, towards Bluff Springs, and Mr. Beales settled in the Sangamon Bottoms (present farm of Charles Bluhm), while Mr. Maine built his home on a two-acre patch on the Chandlerville road next to the Brick School. Two other brothers-in-law were Mr. Bohme and a Mr. Canfield, who also settled nearby. All of these lived and died here and are buried in the Beard Cemetery. So were his aged parents induced to follow their prosperous son and spend the declining days near him. They also are buried in the Beard Cemetery.

I will let a nephew of Mr. Beard's describe the first general Illinois Thanksgiving feast celebrated in the Beard homestead. The writer alluded to was the late Prof. John Loomis, A. M., well known by many now living in this city, in Virginia and various other places in Cass County, and whose nephew, Henry Loomis, and niece, Mrs. Charles Goodell, still reside at Chandlerville, Illinois. Thus he described this first Thanksgiving feast. We quote from *Historical Sketches*, by J. N. Gridley:

*"In November, 1845, by the recommendation of the executive of this State, the first day of public Thanksgiving was observed—a venerable custom in New England, but of recent observance in the West and South. On this occasion, invitations were sent by the pioneer to his friends and kindred to come and enjoy his hospitality. He had been wont to celebrate New Year's day with similar festivities. But, partly out of respect to executive authority, and partly to kindred, who had recently immigrated, he

* Gov. Thomas Ford.

had chosen this day to honor the former and to welcome the latter. Accordingly when the sun had passed the meridian, many wagons were seen converging to the farm house as a center, and not long after the whole scene was active with the arrival of guests and greeting of friends. Religious exercises, unlike the old Puritan Thanksgiving, were wanting to the day. Probably not a minister in the county had ever conducted exercises on such an occasion, for the few then were from the South, or the spontaneous growth of the West, more conspicuous for their zeal than for their learning.

"In other respects it would compare favorably with the most approved style of the festival. The barnyard had been trenched upon for fatlings of various kinds, quadruped and biped, beast and bird. He filled the table with substantial fare, while pastry from the pantry and fruits from the cellar spread a feast satisfactory, even to an epicure, and embracing variety enough to tempt the appetite of the most dainty. But all these are common to such an occasion. It was not in this respect, remarkable. In numbers, too, it was respectable. About eighty persons, one-half children and youth sat down to the feast. The pioneer at the head of the table had thanks offered, and then bid his friends welcome to his bounties. He moved among his guests delighting them by his cordiality, while he was delighted at the joy that everywhere prevailed. The children were buoyant with glee and looking on with interested delight, or were recounting past events that stood out as waymarks in life's journey, thus far completed. Joy and rejoicing gave wings to the moments. New friendships were formed and old ones were renewed. New hopes were awaked, for festive glances tell the heart's secrets as well as words of love. 'All were merry as a marriage bell.'

"The guests lingered till the waning day admonished them to depart, a few from a distance remaining. The voice of the young grew fainter and fainter. The house

was silent. I sat alone with the pioneer. Sleep fled from him as he recounted the early annals of settlement, the bright prospects and hopes, often obscured, but now happily beyond doubt. Hostile tribes of Indians had been subdued and security to family and property was now guaranteed to the settler. The climate was proved to be salubrious, and pestilential diseases, once dreaded, were no longer feared. The border man was selling out his claims and plunging deeper into the wilderness, whither the deer and the buffalo had gone. A more intelligent and more thrifty class of citizens were pouring into the state. A constitution, notwithstanding the cupidity of bad men and the efforts of demagogues to engraft slavery into it had secured freedom and good laws foreshadowed the enterprise and improvement which we are now witnessing. These reflections and many others crowded into the mind of the pioneer, and their successful issue were objects of profound thanksgiving. He had felt the weight of these evils and struggled against them. Now a clear sky promised a glorious future.

"I have attended similar feasts in other lands. I have witnessed family meetings more affecting, but I have never witnessed a Thanksgiving occasion comprehending subjects of wider range; nor have I ever witnessed hospitality more cordially extended or more truly appreciated than at this first appointed Thanksgiving festival at the house of the pioneer."

And now we turn for another scene amid the same surroundings, but everything greatly changed. Instead of gayety, mirth and thanksgiving, there was mourning, sorrow and lamentation. The pioneer, Mr. Beard, had died and the occasion is his funeral. It was four years after the former meeting for thanksgiving and social festivity. It was also in the fall—the month of November, 1849. We will let the same authority and graphic writer, Mr. Loomis, who was an eye witness also of the latter scene, describe it for us in his inimitable gift of word painting:

"The news spread abroad that the pioneer is ill. The

disease approaches and progresses flatteringly, at first slightly indisposing, but slowing developing into a malignant form of action, baffling alike medical skill and human sympathy. The strong arm of the victim and stronger will is prostrated. He who has braved the elements alone, the savage beast and the still more savage man, is stretched upon the couch of suffering and asks help in faint whispers. But the struggle is over, Nature yields to an invisible power. Death claims his own. * * *

"The news of the death of the pioneer spread. The hour was appointed for the last offices of respect. I hastened from a distant town to mingle in the company of mourners. The very aspect of nature, was such as to give intensity to my feelings. It was Autumn. The early frosts had touched the foliage and tinged the leaves with those varied hues that at once sadden the mind by approaching decay and yet clothe the forest with the gorgeous robes of russet, brown and purple. I turned into a bridle path which the pioneer pointed out in my first rambles over the country. It was an unfrequented path which wound along the margin of ravines and the tall trees of the barrens. * * *

"As I approached the homestead of the pioneer I halted to view the scene. I had emerged from the barrens near that point of the bluff from which I have already given description. There was the landscape of surpassing beauty. There were the various objects the pioneer had given his fostering care—the farm, the orchard, the school house, all that improved home and neighborhood. There stood solitary the homestead, over the desolation of which there wept the friends of the deceased, with a bitterness that could not be comforted. While standing here, giving way to feelings inspired by the scene, beautiful and sad to me, a long line of vehicles was seen, preceded by the hearse, slowly coming from the distant town, for there the pioneer had died. He was wont to spend the winters in Beardstown, but when Spring returned he sought the



MRS. NANCY C. BEARD.
WIFE OF THOMAS BEARD.

country to adorn and beautify and to enjoy rural life to which he was ardently attached.

"I descended from my eminence and joined the cavalcade of mourners. The burial spot was a retired and beautiful spot. It was a tongue of land, rising several feet above the surrounding level, nearly circular and joined by a narrow neck to the sand ridges. There, nearly surrounded by a grove of young trees, the pioneer in health had chosen this as a resting place for himself and kindred. His parents were already buried there.

"His father, a patriarch of eighty years, had come hither, leaning upon his staff, to be buried by his beloved son in these broad savannahs. And other friends were here, as many a mute monument recorded. When we arrived at the grave, a circle was formed, and with uncovered brow the Hon. Francis Arenz stepped forward, himself an exile and a pioneer from another land, to do the last act of respect to bury the dead, and in his behalf to thank the living for their courtesy. But the duty was an onerous one. After getting the spectators' attention, he referred to the character of the deceased. He had known him long. Many years ago he had come, a stranger and an exile, and found in the deceased a brother and friend. Many years of intimacy had bound them by strongest ties. The unfortunate said he never went away unrelieved by him, if in his power to do so. No enterprise worthy the philanthropist was unimportant to him while living. He was one of Nature's noblemen. Saying which the speaker burst into a paroxysm of grief and tears. The relatives of the deceased gave vent to their grief in audible sobs. Even the idle lookers-on were moved to tears. The body was consigned to its last resting place. The grave was filled, the sod was laid upon it, the crowd dispersed—the kindred to a desolate fireside, the multitude to mourn for a good man."

Following is a brief synopsis of Mr. Beard's domestic

life. In 1826 he was married to Sarah Bell and to this union were born the following children:

Caroline E. Beard, born July 1, 1827.

Edward T. Beard, born October 19, 1829.

Stella Beard, born February 25, 1832.

In 1834 he was divorced from his first wife and in 1837 he was married again, his second wife being Mrs. Nancy C. Dickerman, widow of Willard A. Dickerman, the Dickermans having come hither from New York. This union was blessed with the following children:

Francis Arenz Beard, born January 7, 1840; died June 23, 1841.

Agnes Casneau Beard, born June 23, 1842. Married Augustus Sidney Doane and still resides in Brooklyn, New York.

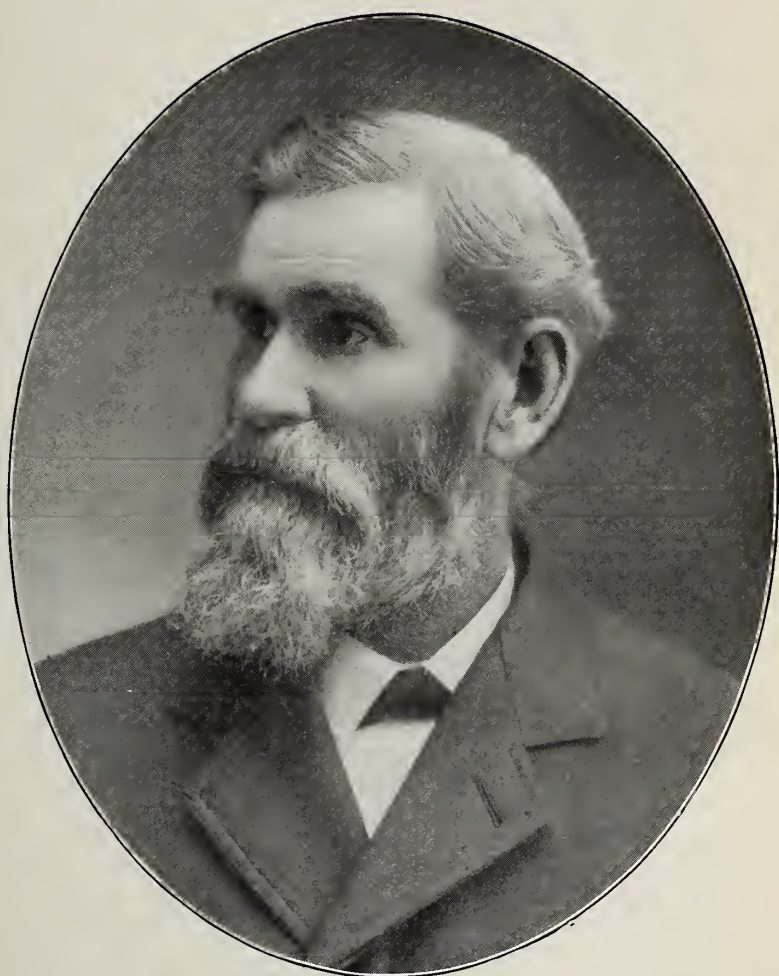
James McClure Beard, born June 25, 1844, married Miss Augusta Dodge; died at Rantoul, Illinois, in 1914, a banker.

Eugene Crombie Beard, born December 3, 1846; died at sea April 11, 1868, while on a voyage to Peru, South America, in search of health.

Mrs. Thomas Beard II, died at the home of her daughter, Mrs. Doane, November 13, 1899, at the advanced age of 95 years. Her remains repose in beautiful Greenwood Cemetery in Brooklyn.

Until recently three of the children of the pioneer survived him. Only one of these resided in Illinois, viz: his son, James McClure Beard, who was a respected citizen and a prosperous banker in the town of Rantoul, Illinois, where he died in the fall of 1914.

The other two were his daughters, Stella and Agnes, the former married to Dr. Poe and residing until her death, on March 6, of this year, in Sheridan, Wyoming, aged 85 years. A few years ago she presented to the town authorities a portrait of her father, done in oil, which now graces our city hall. From it a photograph was taken as represented in accompanying cut, defective because colors of background and body so nearly match.



JAMES M. BEARD.
SON OF
THOMAS BEARD.

The latter daughter is still living at the age of 75 years in the city of Brooklyn, N. Y.

I have recently corresponded with all three of these families, and sought to find a better portrait of the pioneer, but with no success. I have, however, secured a photo of his second wife and one from his son, late of Rantoul. A month before her death, Mrs. Poe in her own hand wrote the writer this self-explanatory reply to a letter of inquiry and search:

"REV. P. C. CROLL,
BEARDSTOWN, ILL.

DEAR SIR:

Yours of Feb. 1st to hand, and in reply will say I very much regret that I cannot give you the desired information in regard to items of interest in my father's life, or the early settlement of Beardstown, not having been there for over forty years, I am a stranger.

"The potrait was the only picture I had, but I think if you write to Mrs. W. F. Hampel in Rantoul, Ill.—my brother's daughter—she may have pictures or mementoes of my father, which my brother left her, when he died two or three years ago. Also write to Miss M. T. Collins, Petersburg, Ill. She is very likely to be able to assist you.

"I thank you very much for the interest you have taken in writing up this article of my father and the city of his founding, and would be only too glad to assist you, if possible.

"I am the second daughter of Thomas Beard; myself and a sister in Brooklyn, N. Y., Mrs. Agnes Doane, are the only ones of the family left.

"Hoping to learn of your success in obtaining the items you desire, I am

Yours truly,
MRS. STELLA BEARD POE,
Sheridan, Wyo.

Feb. 11, 1917.

P. S. I am now 85 years old."

The letters from Mrs. Hampel and Mrs. Doane follow:

"RANTOUL, ILL., Feb. 27, 1917.

REV. CROLL,
BEARDSTOWN, ILL.
DEAR SIR:

"I was very much interested in your letter of recent date, but I am very sorry to say that I know of little that will be of help to you in your work. Records of my grandfather's life here seem to be only records, of memory, instead of records in "black and white." Very little of anything personal has come to my sister or me. The only thing I have of Grandfather Beard's are the gun and powder horn that he is said to have carried on his journey from New York to Beardstown as he walked at the side of his horse on which rode his bride, who had been Mrs. Nancy Dickerman.

"My Aunt, Mrs. Agnes Doane, is still living in Brooklyn, New York and I will send your letter to her in the hopes that she may be able to do more for you than I can.

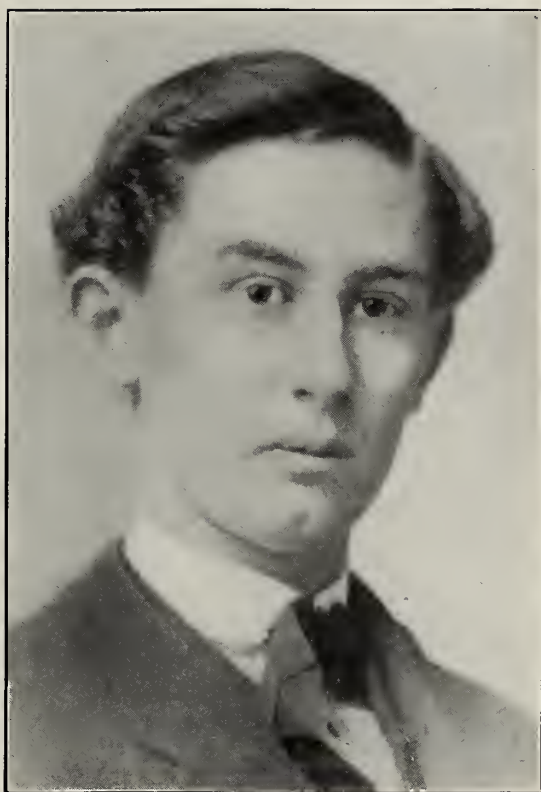
"I have wished many times for a good picture of Grandfather Beard, but so far as I know, there is none. It is too bad that the oil painting you have there in Beardstown is not good for photography. If there is anything further that I can do for you, I shall be very glad to help you.

Sincerely yours,
EDITH BEARD HAMPEL."

BROOKLYN, March 6, 1917.

"REV. P. C. CROLL,
DEAR SIR:

"Your favor of Feb. 14th, written to my niece Mrs. Hampel of Rantoul, Ill. has been forwarded to me, that I may perhaps give you some information as to the life and character of my father, Thomas Beard, pioneer and founder of Beardstown, Ill. My mother had a daguerreotype of him which I hope to find in the possession of some of my



EUGENE C. BEARD.
SON OF THOMAS BEARD.

cousins and will communicate with them and let you know as soon as I hear from them.

"I have an account of a number of incidents in his life, which may prove interesting, and will write you as soon as I can find time to look them up.

"I am greatly pleased that some interest is being taken in my father for he was of the fine brave type that has been the making of our Country, a noble example for our young men.

"Thanking you for the trouble you are taking in the matter, and hoping I may find what you desire, I am

Very respectfully,
 MRS. AGNES BEARD DOANE.
 89 Pineapple St.,
 Brooklyn, N. Y."

Later Mrs. Doane sent me some family photographs, (but none of her father), and some biographical data, of which the following obituary notice was included:

Copy of obituary notice which appeared in the Beards-town Gazette of Wednesday, November 26, 1849.

Died on Wednesday evening Nov. 26th, of Typhus fever, Thomas Beard, Esq., aged 55 yrs.

It is but seldom we perform the painful task recording the death of a person so well known and universally respected as Mr. Beard. He was one of the first settlers of the country and substantially the founder of the town that bears his name. He emigrated to this place in early life and here he aided with his industry and sound practical sense, the building up of the town and the improvement of the country, the new settler never applied to him for advice and aid in vain, the former he was competent to give and the latter was as freely given when in his power. His character through an eventful life never suffered a blemish, though sustaining a position in which he would have gratified a worldly ambition, he never courted the applause of men—his was a natural nobility that the world could not

corrupt, nor the fashions of an artificial life take away. He is gone to that Court to which we are all summoned. May we who are left find at that bar as few accusers as our departed friend.—”

I have also received from Mr. Samuel Parker, of Glendale, Cal., 86 years old, an acquaintance and associate in Mr. Beard's later life, an estimate of Mr. Beard's character, in reply to a letter of inquiry from which I make following extract:

“A man about 5 ft. 10 in., in stature, rather thin, slightly stooped, he was of light complexion, had blue eyes, sandy whiskers; hair same. He was an intelligent talker, though possibly not a graduate even of a grammar school, but of frontier life; and, dealing with frontier men, made him a sharp trader for self-protection. I do not believe that it is on record in Cass County, or Beardstown, or even a tradition in any shape, that Thomas Beard ever took advantage of anybody in a business transaction. In conversation he was rather slow spoken, and deliberate, impressing his hearers as a man of good judgment and kindly, friendly, benevolent intent.”

Yours truly,

Glendale, Cal.

SAMUEL PARKER.

Jan. 25, 1917.

The writer feels that Mr. Beard is worthy of some fitting memorial. Thus far only a city street and a school house in Beardstown are named for him. While the Central City Park and the city hall and the Beard Cemetery are relics and landmarks that recall his name and thoughtful generosity, the writer has advocated a more distinctive memorial in the form of a statue, or public fountain, and hopes the Centennial of Beardstown may bring it to pass.

Until this fond wish shall be realized may this sketch help to perpetuate one of Illinois' worthy pioneers and noble builders, by whom the foundations of this great State were so firmly and safely laid!



THOMAS LIPPINCOTT.

THOMAS LIPPINCOTT, A PIONEER OF 1818 AND HIS DIARY

EDITED BY CHARLES H. RAMMELKAMP.

PRESIDENT OF ILLINOIS COLLEGE, JACKSONVILLE.

It would be difficult to find among the pioneers of Illinois a more interesting figure than Thomas Lippincott, who arrived in the State in the year of its admission into the Union. Certainly few of the early leaders in the moral and spiritual life of the frontier showed more versatility or labored more energetically and unselfishly to promote the cause of civilization in a new country. He was always at the forefront of every movement for religion, temperance, education, and freedom among settlers who did not always wish to follow along such paths.

Born of Quaker parents in Salem, New Jersey, in 1791, Thomas Lippincott began his career in the east as a merchant's clerk. Having settled in Philadelphia, he responded to the call for volunteers when that city was threatened by the British in the War of 1812. Later he went to Sullivan County in southeastern New York and it was from the small town of Lumberland in this region that he set forth late in October, 1817, to seek a new field of labor on the western frontier. If he had started alone on this long and, especially at that time of the year, difficult journey, the trip would have been noteworthy, but as a matter of fact, he sallied forth with a wife and babe only fifteen weeks old. St. Louis where Mr. Lippincott had a brother was the destination of this migrating family. They travelled in a one horse wagon first overland through New York, New Jersey and Pennsylvania to Pittsburg; then on a Monongahela

flat boat down the Ohio to Shawneetown, and finally overland again by horse and wagon through southern Illinois. Mr. Lippincott kept a journal, written in pencil, of this remarkable journey and its pages furnish an interesting although at times a rather harrowing picture of the experiences of this father and mother and baby in making their perilous way over the snow covered mountains of Pennsylvania, down the ice bound Ohio, and across the muddy and frozen prairies of Illinois. It is a story of more than average hardships; of "cold and blustering weather;" of "roads worse and worse;" of a broken axle-tree and a journey "on foot to find shelter;" of a trip on a flat boat with a crowd of "drinking sailors, profane young men and vulgar old men and women." It was late in November that the party reached Pittsburg and it was not until nearly the end of December that they reached Shawneetown. Here, warned that the roads and trails were impassible and advised to wait until spring opened the river to traffic, they lingered for a couple of months. However, this intrepid, not to say, foolhardy pioneer would not wait and so early in February he set off once more with horse and wagon. The ice soon cut the horse's foot so that he became lame; the second day out one of the forewheels came off and finally had to be lashed fast, thus sliding along for twenty three miles before they came to a blacksmith shop. On two occasions when weary and worn, they could not stop at friendly cabins because measles or whooping cough frightened them away. How the infant ever managed to survive the journey is incomprehensible.

But we must let Mr. Lippincott tell his own story. The original manuscript journal is not at hand. The transcript below is reprinted from the *Presbytery Reporter* of January, 1870—a religious periodical edited by the Reverend A. T. Norton and published at Alton, Illinois. Mr. Norton, an intimate personal friend of Mr. Lippincott, had the journal in his possession and edited it a few months after the death of his friend for this number of the *Reporter*.

He also supplied a biographical sketch upon which I have largely drawn for the facts relating to the career of Mr. Lippincott. Parts of the Journal, and it would seem especially the first part, were illegible and I therefore transcribe Mr. Norton's summary of the first few entries:

The party "left Ten Mile Creek in a one-horse wagon, on Tuesday, October 28, 1817. The first day they traveled eight miles. The second 20, and by the most rocky road, as he supposed, in the United States. The course must have been southeast through a corner of Orange County, N. Y.; for, at the close of the third day, after traveling 20 miles over a 'very rough turnpike, which the managers had forgotten to work,' they were in Sussex County, N. J. October 31, they reached Hope, in Warren County, N. J., 26 miles. 'Weather unfavorable; threatening a long storm. Country Pleasant.' From this time we give the diary complete, so far as it is possible to decipher it."

Nov. 1.—Very dreary morning; cold and unpleasant. An old acquaintance of Mrs. L., Dr. (name illegible), located at Hope, in good and extensive practice. *As iron sharpeneth iron, so doth a man the countenance of his friend.*

Nov. 2.—Sabbath Morning—Still detained at Hope by the rain, which, however, seems less violent. Propose attempting a start. At this place we were very kindly entertained in the family of a hospitable farmer. Mr.

Nov. 2.—Arrived at Easton, Penn. Dark when we passed over the elegant bridge, and we were thereby prevented from viewing it. 22 miles.

Nov. 3.—Arrived five miles west of Allentown, Lehigh County. Miserable entertainment. Sign of three kegs. Initiated into the ancient and no doubt respectable custom of sleeping *under the bed*. Traveled 23 miles.

Nov. 4.—Traveled 23 miles on the 5th we were at Womelsdorf, having passed through Reading, 13½ miles. On the 6th, at 3 P. M., we reached Lebanon, 14 miles,

when a heavy rain induced us to put up. Lebanon is the shiretown of Lebanon County with a court house of brick. On the 7th we came to Hummelstown, 16 miles. The roads are so heavy that it is very tedious and fatiguing traveling. On the 8th we reached Harrisburg, 9 miles. Stopped to try to get some of our load taken on. Surveyed the public buildings and a bridge over the Susquehannah. Tarried at Harrisburg until noon of the 10th, when we came on eleven miles. Roads worse and worse. Very dark before could get into harbor. On the 11th we arrived at Stoughstown, 18½ miles. Very disobliging people at the tavern.

On the 12th arrived at ——— Valley, 18½ miles. Stayed at ———. They were cross and disagreeable. On the 13th we reached Fort Middleton, 14 miles. On the 14th Mr. Webster's town, Providence, Bedford County, 15 miles; on the 15th we arrived at Bedford, 16 miles. A chain bridge over the Juniata, one mile from Webster's, and a new, elegant stone bridge over the same river, one mile from Bedford. 16th.—Set out from Bedford, at 10 o'clock A. M., and arrived at the foot of the mountains at sundown. Applied, as I thought, to the landlady, at T. Burns', and was not very politely refused. Proceeded up the mountain, and about one mile up broke the hinder axle-tree short off. Got out of the wagon, and made our way on foot to find a shelter. Applied at the house of a blacksmith, Henry Darr, and was very hospitably, though rudely, received by both man and wife, although they do not keep a licensed tavern, nor have they accomodations for travelers. 17th.—Took Very cold storm—sleet and rain. 18th.—Left Henry Darr's at noon, to go up the Alleghany. Arrived at ———, 9 miles. The last three miles were continued sloughs; near miring several times. 19th.—Cold blustering weather. Set out at 9 o'clock A. M., and arrived at Dennison's, at the foot of Laurel Hill, 13 miles. Laurel Hill still before me. 20th.—Set out frlm Dennison's to go up the dreaded Laurel Hill, about 8 o'clock. After a mile of level road but very bad traveling, owing to the mud being very deep, and frozen

just sto as to let the horse through, came to the mountain. Ascended by the old road much easier than I had calculated, but found the hill on the west side much worse than the east. We, however, got over safely, and proceeded on to Youngstown, 20 miles. 21st.—Set out after nine o'clock, and, after wading through deep mud six miles, came to the old turnpike which is much cut by the heavy wagons. Arrived about 7 o'clock at Mr. Loumers, having passed through Greensburg and traveled this day 21 miles. 22nd.—Set out from Mr. Loumer's at 7 $\frac{1}{2}$ o'clock, and after a very fatiguing day, as a conclusion to our travel by land arrived at Pittsburg at dark.

Disappointment is still our lot. Brother Samuel had started in August or September for St. Louis. We find also that the season is so far advanced as to make it difficult to get a passage to St. Louis.

We remained in Pittsburg until Monday, Dec. 1, 1817, when we set out about dark with Mr. Geo. Haven, wife and family, Miss Willis and a number of others, the whole amounting to 25 persons, in a flat-bottom boat 24 or 25 feet long.

The boat was very much crowded and superlatively uncomfortable, by reason not only of the crowd, the freight and the smoke, but also of the *kind* of company we found ourselves in. Drinking sailors, profane young men and vulgar old men and wmen. Such is the society we were obliged to mingle with in a space of about ten feet square. We contrived, however, to fix a bed for the female part of our own particular company, consisting of Miss Willis, Mrs. Haven and two children, and Mrs. L. and child—six persons in one bed! Mr. Haven and myself reserved a berth above for ourselves; but owing to the danger of running at this low state of water without a pilot acquainted with the river, we could get no sleep, nor even attempted to turn in this night. After running about ten miles we laid by at the foot of an island.

Dec. 2.—Heavy wind ahead, and started pretty early but on account of the wind put in/while. Shore rocky., Put off, and by hard pulling contrived to keep moving until night, and passed by two boats of about our own dimensions. Met two keel boats ascending the river. The shore of the river thus far is uneven, in some places mountainous-banks at others flat. Some few log huts scattered along—*very* rarely a good comfortable house. We are near Beaver. I feel sleepy, but am on the full watch on account of the high wind and the smoky chimney. Have not slept for 42 hours.

Dec. 3.—Weather unpromising and disagreeable; high wind; could not run this day, and after toiling with the oars a considerable time, put in, having run but four miles. Passed Beaver, an inconsiderable place.

Dec. 4.—Very cold and the river full of ice. The owner of the boat had started when I got up, but was already endeavoring to gain a landing, which we found extremely difficult. But the danger of running was so great that we must by all means effect it if possible. After pulling against the ice and with the assistance of some people on rafts, which were landed, an opening was made in the ice, and we are now snugly moored close to a bold shore. But while the ice is rapidly making around us and the channel is full of floating ice, the prospect is gloomy. We made today about six miles.

Dec. 5.—Weather getting colder and ice running still more. Find ourselves likely to remain in this place some time. Went towards evening to find a place for our females and children, and obtained the consent of Mrs. Crail to have them take a shelter in her house.

6.—Took the women to Mrs. Crail's and placed them comfortably. Taking them and the bedding, etc., up occupied the whole day.

7th.—Sabbath.—“E'en Sunday shines no Sabbath day for me.” Amidst thoughtless and even profane people the conservation is of a disagreeable, unprofitable nature. No

time for meditation. "Woe is me, for I dwell in the tents of Kedar!"

8th.—The weather more moderate, and hope begins to brighten. Took a walk to Georgetown, 5 miles, for the purpose of sending a letter to Dr. Swift.*

OHIO RIVER, 8 miles below Beaver,
December 7, 1817, (evening).

DEAR BROTHER:—When I last wrote you, I informed you that there was a probability of our starting for St. Louis—yet you may possibly be somewhat surprised at hearing from me from this place. And not the less when I proceed to inform you that we are fast in the ice, and shall probably be detained here (unless a sudden thaw or rain should set us free) a considerable length of time. Indeed it is not impossible that we may have to look for winter quarters—and wait until the opening spring shall losse the icy bonds which bind this beautiful river. I had expected to meet my brother, in Pittsburg but found on my arrival there that he had been two months gone, and that he had already arrived in St. Louis. It then became necessary for me to make the best of my way to him—and it was no small gratification to me when Mr. George Haven, of Pittsburg offered to accompany me with his family, he having proposed to go to the same place that we were aiming at, but from various disappointments had concluded to postpone his removal until spring. The society f Mrs. Haven—(an agreeable woman) and another lady (her friend) considerably ameliorates the condition of yopr fatigued and almost worn-out sister, while his enterprise and industry are no small assistance to myself. We contrived to get the women and children in a comfortable house in the nieghborhood with hospitable pegple, and we expect to have them remain there while our boat remains shut up. Mr. Haven and myself lodge on board with the owner of the boat.

* This was Dr. Isaac Swift, a brother of Mrs. Lippincott, then residing at Ravenna, Ohio. The letter which follows in the Journal was fortunately preserved by Dr. Swift and sent by him to Mr. Norton for publication in the *Reporter*.

We wish very much to see you while here, for it is impossible to say when we shall be so near to each other again. If you ask why we do not take horse and come to Ravenna, we shall first say that it would be imprudent to leave this neighborhood, lest perhaps while we were absent a rise might take the boat off and leave use. But another still more cogent reason is—and I must candidly confess it—the want of means. Disappointed in my sanguine expectation of finding my brother in Pittsburg, I was unprepared to go further and had to sell my horse for which I paid \$95, at the low price of \$35. In this situation I know not to whom I shall apply but yourself; and although I had all along determined not to ask you for any money until you were fairly started in business, and would not fee the want of it, yet I find myself compelled by my destitute situation to ask you, if you can, to furnish me with an hundred dollars on account of your note. Should the weather continue cold you may confidently expect to find us here, for while the river is so full of ice it is impossible to run without the most imminent danger. But should a rain raise the water it will be unnecessary for you to attempt the journey. You will know the state of the weather.

Need I use any further arguments to persuade you to ride sixty or seventy miles to see a sister on the way to the banks of the Mississippi, where (unless a spirit of enterprise should induce you to travel thither) a long separation will in all probability result. If it should be necessary, let the thought of her destitute situation have the effect. It would be too great a risk to enclose the money by mail, as from the frequent detention of mails, and various circumstances, we might be gone before a letter would arrive, although by coming immediately you might find us.

We are in health except colds. Our dear little Abiah has just had the kine-pox, and is getting over it. Our sincere love is ever yours.

THOS. LIPPINCOTT.

DR. ISAAC SWIFT.

P. S.—Should you not be able to come yourself to see us, (which we very much wish) I would thank you to enclose the amount I mentioned—or if you cannot so much—then what part of it you may be able to—addressed to me at Cincinnati, Where I shall call; and in case the letter shall not have arrived as soon as I do, shall leave directions for my letters to be forwarded. But I repeat it, I am very anxious that you should visit us if possible. You need not again be reminded of the impracticability of Our visiting Ravenna, and how would it cheer my dear companion to see the beloved brother of her fondest affections. The gratification to myself would be greater than I can describe.

Again yours,

THOS. LIPPINCOTT.

Georgetown is situated upon the left bank of the Ohio—on a plain considerably elevated above the water—but the houses generally look decayed, and the place is insignificant. Returned to the boat and found the owner and hands preparing to start on the morrow.

9th.—Set out early in the morning; weather pleasant, and ice much diminished in quantity. Run 21 miles, and landed just below Neasley's cluster of Islands, on the Virginia side.

10th.—Put off again. Pleasant weather, promising rain. Mr. Haven and myself, with two others went off from the boat and went to Steubenville, O., to get provisions. Steubenville is a pretty smart place, of considerable business. Saw Mr. and Mrs. H., formerly of Pittsburg. They sent their regards to brother Samuel. Rowed off to the boat again and run 29 miles, to within two miles of Charlestown. Landed on the Ohio side.

11th.—Passed Charlestown in the morning; so foggy that we could not see the houses distinctly. Passed Wheeling. Nearly opposite Wheeling, on the Ohio side, is the village of Canton. Wheeling is apparently a smart place.

Passed McMahon's Island, and fastened just below it to the right shore.

12th.—Rainy morning; started at 5 o'clock; passed pultney before day; passed the celebrated Mounds, or tumuli, on Mr. Tomlinson's; run to Fish Creek, 23 miles; wind high all the afternoon.

13th.—Set afloat about 4 o'clock, and came to the end of Long Creek, 35 miles, by 9 P. M.; still raining; river rising; arrived at Marietta at 4 o'clock on Sunday morning, 25 miles. Marietta is a very pretty place, elegantly situated, but liable to inundations.

Sunday, 14th—Started, after having landed Mr. Mrs. ———, about sunrise; but soon after we had started the wind rose, and after rocking the waves and toiling at the oars, we were forced to put in, having made but $4\frac{1}{2}$ miles.

Monday, 15th.—Wind high; had to work hard all day, and run 20 miles, to within $\frac{1}{4}$ mile of Hockhocking river; snowy day; at 9 P. M., put off again; clear moonlight; went to bed, and at one o'clock A. M. called up with Mr. H. and Mr. Baker to take our watch; by six next morning had come to George's Island, having run, since 9 o'clock the preceeding day, 30 miles.

Tuesday, 16th—Continued running this day; weather fine; some snow squalls, however, by night reached Campaign Creek, 39 miles; still running; our watch; passed the great Kanawha river about 9 o'clock—a beautiful river of Virginia, Point Pleasant at its mouth; passed Galipolis in the night, could only tell by the dim light of a cloud that hid the moon that the situation is very fine, on the second bank which runs in a slope from the first. The river takes a bend here, and gives the town, which is situated in the curve, a semi-lunar form. An Island lies a little above it.

Wednesday, 17th.—Passed the village of Guyandotte, having run from Campaign Creek 48 miles; the weather is calm and pleasant for the season, and the water is pretty good; so that we run at about the rate of 3 miles per hour, but for the want of Islands, to serve for mile stones, we

cannot keep a correct reckoning; supposed we had run to Stone's Creek at sundown, 27 miles from Guyandotte. It is now one o'clock, Thursday morning, and we are now about closing our watch, having run without trouble or fatigue thus far to-night.

Thursday, 18th.—Snowy morning, but damp, and promising rain; calm and good running until toward evening, when the wind arose and we were compelled to stop at Graham's Station, distant from Stone's Creek $61\frac{1}{2}$ miles, having run from the mouth of the Hockhocking to this place without stopping the boat; was passed at 2 o'clock this afternoon by the steamboat built by Evans, Stockhouse and Rogers of Pittsburg. She moved majestically along at a rapid rate.

Friday, 19th.—Started from Graham's Station at $8\frac{1}{2}$ o'clock; wind blowing ahead, fresh and very cold; passed Manchester about 10 o'clock; prettily situated; arrived at Maysville at $6\frac{1}{2}$ P. M., 34 miles; fine moonlight; cold but calm. At 9 o'clock attempted to put off; but the wind arose and we were compelled to put in at this town.

Saturday, 20th.—Very high wind and intensely cold. Thermometer 12 below zero remained at Maysville, a great landing place, and place of great business. Mr. John Armstrong keeps a large store. About 5 P. M., wind fell and we put off; fine night; clear moonlight but cold; passed Augusta at 1 o'clock at night; turned in.

Sunday, 21st.—Boat still running, and at night arrived at Cincinnati, 65 miles. Cincinnati is an elegant town, but as it was dark could not see much of it; saw Mr. Robbins, of Connecticut, very polite and agreeable; put off again at 10 o'clock; night calm and moonlight, but cold.

Monday, 22d.—Continued running all night at a good rate; passed a number of towns and streams, many of which we did not see; arrived, toward evening, at Big Bone Lick Creek, from Cincinnati 56 miles; fine evening, and we kept on our course, smoothly gliding along the placid stream, with scarcely a zephyr to ripple the glassy

wave. A family living in their boat, moored at the mouth of the Big Bone, asked about making a settlement in Kentucky.

Tuesday, 23d.—Passed Madison early in the morning; did not see it; but 55 miles is great running and very pleasant; arrived within two or three miles of the Falls at 4 o'clock next morning and landed.

Wednesday, 24th.—Dropped down to the falls, and, after waiting several hours, took a pilot and started through; an exceeding heavy rain and thick fog; the falls were much rougher than I had supposed; got over safe, but wet to the skin. In consequence of the roof having leaked the interior of the boat was very wet, and the females and children in a disagreeable condition. Concluded to stop at New Albany for the night; went ashore, and (after informing Mr. N. Scribner who my wife was,) received an invitation to put up at his house, i.e., Mr. Haven, myself, and our families; hospitably entertained. Our run today was 4 miles only.

Thursday, 25th.—Christmas.—Left the hospitable roof of Mr. Scribner (after Mrs. L. had visited Mrs. Elizabeth Scribner and her mother,) and pushed off at 12 o'clock, noon. New Albany is pleasantly situated, on the right bank of the Ohio, in Indiana, and, in my opinion, bids fair to become a place of great business. Enterprise is characteristic of the proprietors, and many lots have been sold. There are at present 90 families—Mr. N. Scribner informed me—in the place; some good frame houses, a number of log dwellings, an elegant brick house and store (owned by Mr. Paxson, late of the house of Lloyd Smith and Paxson, of Philadelphia,) and a steam mill driving two saws and one run of stones, two steamboats on the stocks, and three more are to be shortly put up. A ferry, having a great run of business is established here.—— We ran, by ten o'clock P. M. to Otter Creek, 30 miles.

Friday, 26th.—The weather yesterday and today cloudy and threatening rain, but warm and not unpleasant for the season. We continued running without intermission,

excepting a few minutes to get wood, and at about 6 o'clock P. M. passed Flint Island, from Otter Creek 82 miles; still progressing; water pretty high.

Saturday, 27th.—The water for the most part to-day seems sluggish, and we move slow. Mr. John Kellogg, our captain, killed a wild turkey this morning for the first, and we had an excellent roast for dinner. Our run from 6 o'clock last evening to 10 tonight, to Yellow Banks, is 60 miles.

Sunday, 28th.—Continued running all night, and by 5 in the evening stopped at Red Bank (Henderson), having made 70 miles, started at 11 at night.

Monday, 29th.—Wet and disagreeable day, after a very foggy night. We run to a little below Highland Creek, from Red Bank, say 45 miles. Put in on account of the darkness of the night until the moon rises. At this moment. 12 o'clock, the wind blows hard against us.

Tuesday, 30th.—Arrived in the forenoon at Shawneetown, to where it was our intention to take the land for St. Louis, but am informed that the roads are impassable. We, therefore, are compelled to wait until the opening spring shall enable us to take the water. Got a room at Mrs. Cox's at the end of the town.

Wednesday, 31st.—Am told that there is a probability of my getting a hack, and determined to try. Finished taking out Mr. H's things and my own from the boat.

January 1, 1818, Thursday.—Applied to Dr. Oldham about a school, and received encouragement; but in the afternoon he told me that another person was making application. After having waited in expectation of procuring a school for a week, I at length receive information that no room can be procured, I am therefore compelled to give it up. Dr. Oldham, however, whose conduct was very kind, directed met to John Caldwell, Esq., Receiver of the Public Monies, who immediately employed me to journalize, at $31\frac{1}{4}$ cents per page. I average six pages per diem. On Thursday Mr. Haven concludes to start through in consequence of frost, and I lost Friday and Saturday in getting

ready. Set off on Sunday morning, Jan. 18, went two miles, got into a slough and then came back again.

Monday, Jan. 19.—Went back to the office.

Friday, Feb. 6.—Set out for St. Louis without Mr. Haven, &c., but with a heavy apprehensive heart. Runners under the wheels; got a small distance with them, when one of them split and I was obliged to take them off; the wagon then ran easier; crossed the Saline, the second time, after dark, and got to the town. Good bed, kind treatment. 14 miles.

Saturday, 7th.—Horse lame this morning from the ice cutting his foot yesterday; had to stop to have my single-tree mended detained some time; started at 10 o'clock, and after having been let down by the forewheel coming off three or four times, at length lashed it, and thus got to John Brown's; 13 miles; a very open cabin; stayed all night, and were kindly treated.

Sunday, 8th.—Got up at 4 o'clock, breakfasted by candle light for an early start; had to go back three miles on foot for my tar pot; started at 10 o'clock, as usual, and arrived early at Mr. McCreery's; 16 miles, very kind and attentive.

Monday, 9th.—Started a little after sunrise; at 9 o'clock came to a smith's shop, and had my wheel fixed after sliding it 23 miles; came to $11\frac{1}{2}$ miles beyond Big Muddy; heavy traveling; $17\frac{1}{2}$ miles.

Tuesday, 10th.—Set out early; had to pass Jackson's at Little Muddy, without the privilege of having Mrs. L. and babe go in and warm on account of the measles and whooping cough, which were in the family, consequently they had to ride 22 miles to Mrs. Cox's, where we put up.

Wednesday, 11th.—After having driven through a heavy road all day, we applied for a lodging at a miserable cabin and were about to stay, but found that the whooping cough was here also. No house where we could stay within seven miles, and the sun about setting, road through woods and not very plain. In this dilemma it pleased

Providence to send us help. An old man was at this house and guided us to his home, which was on the Turkey Hill road, about a mile out of the way. In his little cabin we found rest—a good bed placed on a frame composed of four forked sticks, placed perpendicularly, and four sticks longitudinally, resting on the forks—boards split served for a sacking bottom. Out table was a trunk, &c., &c. 26 miles to-day.

Thursday, 12th.—Was put into our road by our kind host, and pursued our journey; about noon entered Kas-kaskia, a very old looking place, apparently in a state of dilapidation. After baiting the horse, pursued our journey; arrived at the village of Prairie du Rocher, where we put up at the house of Major Lecompte, a French gentleman, very intelligent and polite; 27 miles.

Friday, 13th.—Set out about sunrise, and soon began to climb a steep and rugged hill; the snow deep and difficult. After dragging on five tedious hours we found a house, the first in 12 miles, where we refreshed our horse and selves. A remarkable subterranean stream, from which, by means of a chain, the family procured excellent water, is at this house. Kept on through a heavy storm, of snow and sleet alternately, for one mile further, and stopped with Judge Lemen, an old settler; snowing very hard; 19 miles.

Saturday, 14th.—Too cold and stormy to travel; stayed with our hospitable old host and hostess, not thinking it best to travel.

Sunday 15th.—Clear but intensely cold. I went to meeting with Judge Lemen, and returned to tarry till Monday.

Monday, 16th.—After having been hospitably and gratuitously entertained by the worthy Mr. Lemen and his good old companion two days, we again made an essay on our journey; started at 10 o'clock, and got to the bottom region; 14 miles.

Tuesday, 17.—Early as the cold would permit, and as soon as the cheering influences of the sun was felt by the

inhabitants of this American Bottom, we were again traveling, making our way toward St. Louis. The day was calm and serene, the air pure, elastic and bracing. Our hearts bounded with hope and expectation. Long had we been waiting to meet a brother and a friend. Many a tedious and weary mile had we trode. Anxiety had pervaded our bosoms. Dread of difficulty and danger had hung over us, and often did our aching hearts almost regret that we had left the dear friends in the rugged and peaceful hills of Lumberland; but now when we confidently looked forward to the enjoyment of meeting those friends for whose sake we had thus traveled 1,500 miles, and expected in a few short hours to embrace, how different the situation—how elastic our minds—how with an uncommon activity and force did our blood spring from the fountains and rush through the various channels! At length, about 10 o'clock, the Father of Waters, the noble Mississippi, opened on our view—the town of St. Louis appeared, only separated from us by the grand stream. In a few minutes we hoped to tread the soil of Missouri Territory. The boat lands, we embark, put off, and shortly after we are on the eastern side of an island which obstructed our view of the western landing place. Turning the island, we see on the shore a number of men apparently waiting, and hope tells that one among the number is my anxiously-waiting brother. Soon it is put beyond a doubt. His face is visible. The boat touches the shore—we meet! Oh! how were my feelings wrought up at this moment! Our hands were locked almost in silence, but the emotions of our hearts were visible in our countenances. May He who has brought us through all the dangers of this long journey, still protect me, not only from personal and temporal danger, but from the rocks of vice, or the quicksands of forgetfulness! May he guide my footsteps according to the dictates of his Holy Will, and bring us all to the enjoyment of Himself here and hereafter! To Him be praise and humble thanksgiving forever more. Amen.

The reading of the journal arouses one's interest in the subsequent career of this pioneer of 1818. We naturally expect to see him play a part in the history of the frontier to which he travelled with such effort and at such great risk. Our curiosity is perhaps also aroused regarding the baby who survived the ordeal of that journey. Mr. Norton quotes one last entry from the "memorandum book" which contained the above journal. It runs as follows:

"Sunday, June 7, 1818.—Our child was baptized Abiah Swift by the Rev. Salmon Giddings, pastor of the Presbyterian Church in St. Louis, and in presence of the congregation. May God set his spiritual seal—that which is signified by the application of water—and enable us to perform our duties to this child as professing Christian parents! And may she be early initiated in the truths of the Gospel of Christ Jesus our Lord, and made an heir of Grace! Grant through the merits of the Redeemer!"

The infant grew to maturity and in 1834 was married to Winthrop S. Gilman, the prosperous merchant who in partnership with Benjamin Godfrey owned the warehouse on the bank of the Mississippi in which Elijah P. Lovejoy's press was stored and at whose door Lovejoy gave up his life for the freedom of the press.

After a brief and varied clerical experience in St. Louis, Mr. Lippincott went across the river to Milton and started a store in partnership with Rufus Easton who furnished the capital for the enterprise. Milton was a little settlement on Wood River, about four miles from the site of Alton. It boasted "two saw mills, one at each end of the dam across the river, a flour mill and a distillery." However, we look in vain on the map of to-day for this particular Milton. Evidently the malaria infected swamps proved too great an obstacle to pioneer millers, distillers, and storekeepers. Even when Julian M. Sturtevant, first instructor in Illinois College, came through this section on his first trip west, only eleven years later, Milton was a deserted and ruined village. "The houses" says Mr. Sturtevant, "were ten-

antless and in decay" and when young Sturtevant asked his driver where the inhabitants were, the latter pointed significantly to a grave yard on the hillside. Among others, Lippincott's wife succumbed to the malady. It may be remarked that Mr. Lippincott subsequently married three times, having eleven children by his third wife.

For the purpose of this sketch, it is hardly necessary to give a detailed account of the career of Mr. Lippincott and I therefore mention only the more significant events in his busy life. Although making "business," his formal vocation, his interests really lay along other lines. Even while he was starting the store in malarial Milton, he and his wife were organizing a Sunday School in their cabin—Mr. Norton claims, "the first Sabbath school in Illinois." Politics, as well as religion claimed his attention. Commissioned as a justice of the peace a few months after his arrival in Milton, he must soon have become a person of considerable local importance. In 1822 he became secretary of the State Senate at the second session which the legislature held in Vandalia and an interesting session it proved to be. It will be remembered that it was at this meeting of the legislature that the scheme was sprung to make a slave State out of Illinois. Although not a member of the legislature, Mr. Lippincott through the power of his pen and personality proved a valuable assistant to Governor Coles and the group of resolute men who labored hard to frustrate this scheme. Mr. Lippincott together with the governor, George Churchill and Samuel D. Lockwood contributed convincing articles to that strong anti-slavery, anti-convention paper, the *Edwardsville Spectator*, then being edited by Hooper Warren. When the legislature by a narrow margin and by aid of a trick in seating, unseating and again seating a member, carried the resolution for a convention, Lippincott gave further important aid in fighting the convention before the voters. How the scheme was defeated in 1824 by vote of the people is a familiar story to all students of Illinois history. The same year in which the

proposal for a convention was defeated Mr. Lippincott was elected a commissioner of Madison County.

A few years later Mr. Lippincott joined hands with John M. Ellis in the movement which led to the founding of Illinois College at Jacksonville. The Presbytery of Missouri, which then included Illinois, appointed him a member of a committee which was to investigate the possibility of establishing a college and so, in company with Mr. Ellis, in January, 1828, he traveled through the counties of Greene, Morgan and Sangamon arousing an interest in higher education and looking for a site for the proposed school. A few years earlier he had become one of the editors of the *Edwardsville Spectator*, which paper, however, ceased to exist in 1826. He was also at one time the editor of the *American*, a short lived monthly published at Alton and devoted to the "agricultural, mechanical and mercantile interests of Lower Alton;" and a few years later he edited during its very brief existence the *Taper*, a religious monthly. During the later years of his life, Mr. Lippincott devoted himself still more exclusively to religious work. He was formally ordained to the ministry in the Presbyterian Church in 1829. When the Synod of Illinois was established in 1831, Mr. Lippincott became its first stated clerk. Like a true pioneer his efforts as a minister were devoted chiefly to the establishment of new churches and the reestablishment of old churches which were struggling for existence. Elected to the board of trustees of Illinois College in 1838, he continued on that board for thirty-one years, or until his death in 1869.

Thomas Lippincott may not have been a man of unusual ability or profound learning, but he was a man of noble character, who left his mark on many communities and contributed something of real importance to the progress of civilization in early Illinois. As the centennial year again brings before us the men and women who laid the foundations of our State, we recognize anew our peculiar debt to such pioneers as Thomas Lippincott.

THE GREAT CAHOKIA MOUND

DR. J. F. SNYDER.

Within the last few years there has appeared in various publications the statement that it has been definitely ascertained the great Cahokia Mound is but a natural hill, and not the product of human agency. In the August, 1914, number of *Science*, page 312, an eminent Illinois scientist makes this positive assertion; "A study of the materials composing the so-called Monks or Cahokia Mound, in Madison County, Ill., establishes, beyond doubt, that it is not of artificial origin, as has been so generally held, but that it is a remnant remaining after the erosion of the alluvial deposits, which at one time filled the valley of the Mississippi, in the locality known as the 'Great American Bottoms.'"

Again; a professor in our State University said, in an address he delivered to the Illinois State Historical Society, in May, 1916; "It has been recently shown that the great Cahokia Mound is really a natural formation which the Indians have cut into the desired form." It would have been a genuine satisfaction to me—and no doubt to the few others in this State who are still interested in the study of Indian antiquities in Illinois—if those learned scholars had cited their authorities, or specified their sources of information, in support of their statement regarding the Mound.

But it has since become known that the method adopted by the writer in *Science*, above quoted, for studying "the materials composing the so-called Monks, or Cahokia Mound," was to procure, by boring, or digging, at various places and at varying depths in the mound samples of the

materials composing it, and then repeating this procedure in the bluffs three miles farther east. The samples so secured were later examined analyzed, and compared in the laboratory, and, of course, pronounced to be identical. Nevertheless, that strictly scientific test proves nothing whatever regarding the mechanical construction of the Mound. There never has been any controversy among archaeologists concerning the kind or quality of the materials composing the greater part of it. A very slight examination of it will convince any one that it is the same as that constituting the superficial portion of the bluffs. But no analysis or microscopic inspection will explain how that huge mass of loess, or drift clay, was conveyed to its present location on the plain near Cahokia Creek. Whether deposited there by action of glacial currents, or every pound of it carried there from the bluffs by the Indians, the test applied by the Illinois scientist would show precisely the same result.

In the large Indian mounds which, in times past, I have personally explored, I found their mode of construction plainly apparent. While built altogether of drift clay, there was seen in many places slight variations in color or texture of the material that distinctly defined each basketful or deerskin load, dumped down by the dusky workers, giving to the whole a mottled appearance. And further, the builders of that class of mounds, while erecting them camped and lived upon them as was evidenced by remains, here and there throughout the structure, of their camp fires in ashes, charcoal, and burnt stones, with bones of birds, fishes, deer, bears, etc, and other debris of their repasts, and broken pottery, scattered around.

McAdams, and others have stated that, long ago, a Mr. Hill built a residence on the top of the Mound, and there sunk a well down to its base, meeting all the way down, proofs of the Mound's artificial construction in numerous fragments of pottery, flint chips, charcoal, etc.; not a word of which is true. In 1808 a small colony of

Monks of the Order of LaTrappe secured from Major Nicholas Jarrot, of Cahokia, a tract of 400 acres of land, on part of which the big Mound is situated, with the view of establishing one of their monasteries there. Preparatory thereto they built two log cabins on the broad terrace at the south side of the Mound, and a few other cabins on the small mounds near by. Owing to the unhealthy malarial climate, and other causes, their colonizing enterprise proved a failure, and in March, 1819, those of them who had not died sold the land, and returned to France.

In 1831 a part of the same land, including the Mound, was purchased by Mr. T. Ames Hill, a native of Massachusetts, who had resided several years in Kentucky, and for some time thereafter in the city of St. Louis. He at once built a dwelling house on the terrace where the principal Trappist cabin formerly stood, and some time later, dug a well in that terrace almost down to its base, nearly thirty feet. But finding no water, or promising prospect of it, he abandoned further search for it there, and refilled the well with the clay taken out of it. After Mr. Hill's death his widow resided at, or near, Collinsville until her death at an advanced age. When asked what human remains had been found intermixed with the clay removed from that well in the process of digging it, she said she did not know of any as she paid no attention to the work when it was going on.

The last proprietor of the Mound, and its surrounding two hundred acres, was Hon. Thomas T. Ramey, whose heirs still own it. When he took possession of it, nearly half a century ago, there was on the north end of the Mound, about thirty feet above its base, a little scrubby pine tree, the only one of its species known in that locality. It was a conspicuous object; and the oddity of that lone pine in that odd place, stimulating the natural propensity of man for the esoteric and mysterious, had established in that community the belief that it was planted there by

the builders of the Mound to mark the entrance to a secret chamber within it, in which perhaps they had stored gold and silver objects of great value brought by them from the far distant empire of the Incas. So persistent and widespread was the notion that Mr. Ramey was at length persuaded to investigate it. Accordingly he dug a tunnel from that point some sixty or seventy feet in direction of the long axis of the Mound, and, of course, found no chamber, or any indication that the dry, compact clay had ever been disturbed since it was first deposited there.

In that random exploration Mr. Ramey presented a rare opportunity for a careful and satisfactory examination of the materials of which the Mound was constituted, as well as the manner of its construction, to be inferred therefrom. But, though he was a very substantial citizen of Madison County, and a creditable representative of it in the 28th and 36th General Assemblies, he was not a scientist, or specially devoted to the study of Indian antiquities. And it seems there was no one else in his neighborhood who was, at that time.

I have given the result of my examination, some time later, of the drift clay excavated from that tunnel in the July, 1909, number of this *Journal*, page 91. That examination, together with Mr. Ramey's account of his excavation, and close inspections of the substance of the Mound, exposed in its many deep gashes and gullies of erosion, led me to *believe* that it was originally an outlier of the bluff formation left there by receding glacial currents, and subsequently modeled in geometrical proportions by the Indians. But I do not *know* that to be so; nor does any one else. And until the great tumulus is thoroughly explored by systematic trenching or tunneling we cannot be positive of the mode of its construction.

COLONEL ISAAC WHITE

BY WILLIAM R. SANDHAM.

Colonel Isaac White, after whom the county of White in Illinois was named, was born in Prince William County, Virginia, in 1776,* the year made famous by the Declaration of Independence.

Isaac White's father who was a man of good family and of considerable education, was a captain in the English marine service. About the time of the threatened rupture between England and her American Colonies, he resigned his commission and settled in Virginia where his son Isaac was born in 1776'. He joined a Virginia regiment and took an active part in the Revolutionary War. He was killed in battle toward the end of the war.

In the early part of 1800, the year that Indiana Territory, of which Illinois was a part, was created, Isaac White and his brother Thomas left Virginia to find a home in what was then the "great northwest." They settled at the then frontier village of Vincennes on the Wabash River, where both took a leading part in the activities of the new territory. Isaac married Miss Sallie Leech, the eldest daughter of Judge George Leech of Vincennes. Mr. and Mrs. White commenced housekeeping and farming on a farm which Judge Leech gave his daughter.

During the time that Illinois was a part of Indiana Territory, the United States owned and operated extensive salt works on Saline River in what is now Gallatin County, Illinois, of which Isaac White was appointed superintendent, September 30, 1805, by General William Henry Harrison, then Governor of Indiana Territory. He was appointed captain of a company of militia by Governor Harrison,

September 20, 1806. He was appointed a colonel in the Illinois militia in 1810 by Ninian Edwards, Governor of Illinois Territory. Soon after this last appointment he resigned the superintendency of the government salt works to take part in the military service under Governor Harrison. He served in the campaign against the Indians in Indiana. He was killed in the battle of Tippecanoe, November 5, 1811. Colonel White was an able and brave officer and his untimely death was greatly lamented both in Indiana and Illinois.

The General Assembly of Illinois created a new county, December 9, 1815, and named it White to honor and perpetuate the name of Colonel Isaac White.

Colonel Jo Daviess, after whom Jo Daviess County, Illinois, was named, was also killed in the battle of Tippecanoe.

SHAWNEETOWN, ILLINOIS, January 18, 1900.

MR. WILLIAM R. SANDHAM, WYOMING, ILLINOIS.

MY DEAR SIR:—

Your letter of 13th relative to Col. Isaac White came duly to hand. Hon Charles Carroll of this city happens to have a sketch of the colonel's life prepared by his grandson, George Fauntleroy White, now of Washington, D. C.

According to this memoir, Col. White was born in Prince William County, Virginia, shortly after the beginning of the Revolutionary War. His grandson says the exact year of his birth is not positively known, but from the record of his initiation, in 1811, as a member of the Masonic Lodge of Vincennes, Ind., in which his age is stated to be 35 years, and from family notes to which he had access, it is altogether likely that he was born in the year 1776. The Colonel's father was probably of English origin, and was a man of education and good family and prior to his settling in Virginia held a captain's commission in the British Merchant Marine service. When the war of the Revolution began, he surrendered his commission and took up arms against the British Government. He lost

his life near the end of the war fighting for the independence of his adopted country. The re-marriage of his mother was displeasing to Isaac and his elder brother, Thomas, and soon afterward, in the beginning of 1800, they sought a new and more adventurous career in the great Northwest Territory, coming to Vincennes, then a small village, in a sparsely settled country. Young White was evidently handsome, brave and well-bred, and at once won his way to the hearts of everybody. Here he soon married Sallie, the eldest daughter of Judge George Leech, who gave her as a present 100 acres of land granted him by General Wm. Henry Harrison, Governor of Indiana Territory, and which is now a part of the White-Hall Farm, in Knox County, and on this tract the young married couple moved.

On the 30th day of April, 1805, Gov. Harrison appointed Isaac White as agent of the U. S. at the salt works on Saline Creek in Gallatin County, Ill. On the 8th day of September 1806, Gov. Harrison appointed Isaac White a captain of a militia company of Knox County. While residing at the salt works, he was appointed a colonel, probably in the militia of Illinois Territory, which was organized under the Act of Congress of Feb. 3, 1809.

Not long after this he sold out his interest in the salt works and returned to Vincennes.

The entire sketch from which I am collecting these facts, is intensely interesting. I know only of the one copy and cannot ask leave to send it to you, but I make no doubt on application to Geo. F. White in care of the P. O. Dept., Washington, D. C., you will receive one as it is not likely the edition is exhausted yet. If however you cannot obtain one let me know and I will have my typewriter make copious extracts from the one now in my possession and forward to you.

Hoping I have somewhat aided you in your laudable endeavors, I am

Yours truly,

CARL ROEDEL.

THE ILLINOIS CENTENNIAL CELEBRATION A HUNDRED YEARS OF PROGRESS

Prepared for the Blue Book of Illinois 1917-1918.

BY JESSIE PALMER WEBER, SECRETARY
ILLINOIS CENTENNIAL COMMISSION.

If it were possible to look back over the past one hundred years and see the pioneer settlements of the Territory of Illinois when its people sought admission to the Union, we would see a few small towns and villages scattered along the banks of the rivers, and mostly situated in the southern part of the State.

Chicago, Peoria and Springfield were still unborn though the military post, Fort Dearborn, on the site of Chicago, was founded in 1804. It was evacuated August 15, 1812, and the fort destroyed by the Indians. It was rebuilt in 1816. Where the city of Peoria now stands, was Fort Clark, an important trading post of the Indians. This location was always a favorite one with the Indians and was visited by LaSalle and his brave little party of French explorers as early as 1680, in which year, LaSalle founded his Fort Crevé Coeur, the exact location of which is in dispute to this day. Fort Massac on the Ohio River; Fort Armstrong erected, 1816, on Rock Island in the Mississippi River; Fort Russell, where Edwardsville; founded in 1812, now stands; and Fort Edwards, on the Mississippi, near the site of the present city of Warsaw, were the other important military posts in the Territory.

Gov. Thomas Ford, in writing of the population of Illinois in 1818, says, "The settled part of the State ex-

tended a little north of Edwardsville and Alton; south along the Mississippi to the mouth of the Ohio; east in the direction of Carlyle to the Wabash, and down the Wabash and the Ohio, to the mouth of the last named river. But there was yet a very large unsettled wilderness tract of country within these boundaries, lying between the Kaskaskia River and the Wabash, and between the Kaskaskia and the Ohio of three days' journey across it."

Kaskaskia, the territorial capital and chief town, was then more than one hundred years old, having been founded by the French as an Indian mission in 1700. This little city, with Shawneetown, were in 1818, the two most important towns in the Territory. In 1778, Kaskaskia and the northwest were captured by George Rogers Clark. The little army of Virginians which accompanied Clark, saw the beauty and fertility of the country, and in spite of the many hardships they endured, some of the soldiers returned after the war, with their families and friends, to make the Illinois Country their permanent homes.

The land grants to the soldiers of the War of 1812-1814, the second war with Great Britain, brought a still greater tide of emigration. Most of the people came from Virginia, Tennessee, North and South Carolina and Kentucky. These people had a natural fondness for politics. By 1817, the neighboring territory, Missouri, was making efforts to secure admission to the Federal Union, and as slavery was permitted in it, it was thought to have more influence and friends in Congress.

Ninian Edwards was the Governor of Illinois Territory. Illinois had a group of brilliant young men who had come to this new country to seek their fortunes. Among them was Daniel Pope Cook, for whom Cook County was named. Cook, although he was in 1817 but twenty-one years of age, must be given the credit for the inauguration of the movement for immediate Statehood. Mr. Cook was the nephew of Nathaniel Pope and was later the son-in-law of Gov. Ninian Edwards.

It is not the object of this article to recount the political and factional struggles which led to the admission of Illinois into the Union, but no account of the struggle, however brief, would be complete without paying a tribute to the energy and foresight of Nathaniel Pope, territorial delegate in Congress who came to Illinois from Kentucky in 1809 as Secretary of the Territory, whose keenness, energy and activity not only secured the prompt admission of the Territory, but as is well known, succeeded in having the northern boundary line of the proposed State changed to forty-two degrees and thirty minutes north latitude, which was about forty-one miles north of the boundary as fixed in the original bill, and fifty-one miles north of the dividing line as proposed in the Ordinance of 1787. Mr. Pope said in forwarding a copy of the bill to a friend, "I shall not attempt to explain the importance of such an accession of Territory; it is too obvious to every man who looks to the prospective weight and influence of the State of Illinois." Mr. Pope said that the object of the change in boundary "was to gain for the proposed State a coast on Lake Michigan. This would afford additional security to the perpetuity of the Union, inasmuch as the State would thereby be connected with the States of Indiana, Ohio, Pennsylvania and New York through the Lakes. The facility of opening a canal between Lake Michigan and the Illinois River is acknowledged by everyone who has visited the place. Giving to the proposed State the port of Chicago, (embraced in the proposed limits) will draw its attention to the opening of the communication between the Illinois River and that place, and the improvement of that harbor."

This change in the border added to the State of Illinois over eight thousand square miles in which lie the greater part of our fourteen northern counties, which today contain, including the city of Chicago, over half the population of the State. It would seem appropriate that in the celebration of the one hundredth anniversary of its admission to the Federal Union, the people of Illinois should show their

appreciation of the services of Nathaniel Pope by the erection of some permanent memorial in his honor.

Many of the worthy fathers and founders of the State might be mentioned, but suffice to say that on December 2, 1817, Gov. Ninian Edwards, in his message to the Legislature of the Territory, called its attention to the flattering prospects for statehood. On December 10, 1817, a memorial to Congress, passed by the Legislature, praying statehood, was presented to the Governor for his signature. On January 16, 1818, the memorial was laid before Congress by Nathaniel Pope. On January 23, 1818, a bill was reported in Congress to "enable the people of Illinois Territory to form a Constitution and a State government, and for the admission of such State into the Union on equal footing with the original States." After much debate and many amendments, the bill was passed, and it was approved by the President, April 18, 1818.

The State of Illinois was the eighth State to be added to the original thirteen States. Our present flag law describing our national flag and prescribing that a new star be added to the national flag on the admission of each new state into the Union, the state star to be placed on the flag on the 4th of July following the admission of the state, was passed by Congress April 4, 1818, the year Illinois was admitted to the Union.

Thus, while Illinois is the twenty-first State in the order of its admission to the Union, its admission was the first to be recognized under our present flag law.

A hundred years ago when the territory of Illinois sought admission into the Federal Union, it was on the outposts of civilization. Settlements were few in number. In 1818, the legislature of the Territory ordered a census taken to ascertain whether or not it had a sufficient number of inhabitants to entitle it to statehood, as the territorial delegate in Congress, Nathaniel Pope, expressed grave doubts on that point, and a population of forty thousand

was required for admission. The census, however, showed forty thousand, two hundred fifty-eight (40,258).

There were fifteen counties in the Territory of Illinois in 1818. Crawford County was the largest in area. It had, in 1818, a total population of 2,946 persons.

The election of delegates to the convention to frame the Constitution was held July 6, 7, and 8, 1818. The Constitutional Convention met at Kaskaskia, August 3, the first Monday in August, 1818. It was composed of thirty-three members. Jesse B. Thomas was elected President, William C. Greenup, Secretary, and Ezra Owen, Sergeant at Arms, of the Convention. The leading spirit of the convention was Elias Kent Kane, who has been called the author of the Constitution of 1818. The Convention completed its labors and adjourned August 26, 1818.

The first election of State and County officers in Illinois, took place September 17, 18, 19, 1818, as provided by the newly adopted Constitution. The first General Assembly of the State of Illinois convened October 5, 1818, at Kaskaskia. The first Governor, Shadrach Bond, and the first Lieutenant Governor, Pierre Menard, were inaugurated October 6, 1818. The first General Assembly adjourned October 13, 1818, to await formal admission by Congress, and to convene at the call of the Governor. On the 3d of December, 1818, the resolution of Congress, approving the Constitution of the State of Illinois, and formally admitting the State into the Union, was approved by the President of the United States.

The growth of Illinois in this first century of its statehood has been phenomenal. It has outstripped in wealth and population all of the older states with the exception of New York and Pennsylvania. It has within its borders, Chicago, the second largest city in the United States. It has three cities besides Chicago, namely, East St. Louis, Peoria and Springfield, each of which has a population much greater than had the entire State at the time of its admission to the Union, and twenty of its one hundred and

two counties have each a population greater than had the entire State in 1818. Illinois leads all other states in the production of corn and the number of miles of railroads and in meat packing industries.

Great as has been her contribution in material wealth, her gifts to the nation of men have been of greater value and more importance and have shed more brilliant lustre upon the pages of State and National history. In the war with Mexico, Illinois troops did valiant service and the names of Edward D. Baker, William H. Bissell, James Shields, and John J. Hardin will forever be remembered in testimony of the bravery of these noble leaders and the Illinois troops whom they led.

In the American Civil War, Illinois gave to the Nation its foremost character, the greatest and most powerful actor in the Nation's tragedy, the immortal Emancipator, Abraham Lincoln. From Illinois, too, went Ulysses S. Grant, as colonel of the Twenty-first Regiment of Illinois Infantry Volunteers, who became a world wide figure, one of the notable captains of the world.

Illinois furnished, also, in this great struggle twelve other men who rose to the full rank of Major Generals of Volunteers. They were: John A. McClernand, John A. Logan, John M. Palmer, Richard J. Oglesby, John M. Schofield, Stephen A. Hurlbut, Giles A. Smith, John Pope, Benjamin H. Grierson, Benjamin M. Prentiss, Wesley Merritt, and James Harrison Wilson.

The State gave 256,297 men to the Nation in the war, 1861-1865, about fifteen per cent of its total population. If it should furnish men today in that proportion to its population, it would place in the field over 900,000 men. In the Civil War, Illinois soldiers took part in all the great movements. Illinois blood was spilled in all the great engagements. Her troops took conspicuous part in the battles of Chickamauga, Lookout Mountain, Stone River, the March to the Sea, at Gettysburg, and the Battles of the Wilderness. On every battlefield they were found

gloriously, self-sacrificingly offering their lives for the preservation of the Nation. When at last victory had crowned their efforts, though at tremendous cost, when the great man of Illinois, U. S. Grant had, at Appomattox, received in surrender the sword of the matchless Southern soldier, Robert E. Lee, in the final struggle of the Confederacy, when in the midst of the rejoicing over the final victory and peace, the hand of the assassin had stricken down and stilled the noble heart of Abraham Lincoln. When his mortal remains had been laid to rest in the little capital city of Illinois, amidst the tears and tributes of the entire world, then did Illinois, with her sister states, set busily to work rebuilding the Nation and the State. Business was resumed. Credit was restored. Railroads and factories were built. The State resumed her plans for educational and charitable institutions and has since that time poured out millions of dollars and has given devoted service to these causes. In the Spanish-American War of 1898, Illinois true to her traditions nobly responded to the Nation's call and gave her full quota of men and money.

A governor of one of our neighboring states has said that "Parsimony in education is liberality in crime," and in Illinois, opportunities for a liberal education are offered to every child. The graded schools and the high schools, and the teachers employed in them, compare favorably with the educational systems of any other state.

The great University of Illinois is making giant strides in its various departments, and stands among the foremost of American universities. Illinois has given to the Nation great men as educators, historians, inventors, merchants, manufacturers and financiers. The growth of Illinois is a splendid exemplification of what a single state may accomplish. Illinois is a typical State of this typical American Republic. The story of its amazing development and growth is as thrilling as the pages of a romance or fairy tale. We see this State grow from the Indian wigwam, and the smoke of the hunter's campfire and the cabin of the

frontiersman, into a great State of modern and populous cities and highly tilled and cultivated farms. The wildest flights of imagination of the pioneers could not have pictured the marvelous cities and inventions of the present. Yet they made all these things possible. Illinois owes all of her present day prosperity to those who patiently and wisely laid her foundations and cornerstones. Men and women of today who cross the continent in luxurious trains drawn by powerful locomotives, have no conception of the bravery and self-sacrifice required by the pioneers who founded our State. The men and women who left homes in the east to cross trackless mountains and prairies, who knew not when they would meet hostile Indians, who were obliged to procure food on their journey from the wild game they might encounter, provide fire and shelter with the ax, who made the journey on horseback, or in the heavy, cumbersome, covered wagon, the flat boat or on foot, who traveled laboriously and slowly, often for miles without seeing a settlement or the face of a white man, on journeys that required weeks, and frequently months, and on whose arrival at their destination, had to fell trees from which to make a clearing and erect a cabin, who toiled for years to make a farm and a home, who lived by faith in the future, educated their children, founded churches and schools. The people of the State of Illinois, mindful of the toils and sacrifices of these pioneers who founded the commonwealth, of the heroes who preserved it in times of National peril, will in 1918 celebrate the one hundredth anniversary of the admission of Illinois as a State of the Federal Union. They will try to show honor and veneration to these pioneers and heroes in a manner commensurate with the resources, achievements and glorious history of the State and its people.

On February 12, 1909, Illinois and the whole world observed the one hundredth anniversary of the birth of Abraham Lincoln. Great meetings with impressive services were held in Chicago and other cities and the State's official

celebration was held at Springfield, but no permanent memorial was erected by the State. This was greatly regretted by many thoughtful citizens and as the time approaches to celebrate the State's Centennial, it has been determined that this great occasion shall be celebrated in a manner in some degree adequate to its historic importance and to the dignity and position of Illinois in the Nation and the world.

Individuals have birthdays, but commonwealths have birth years, and so the entire year of 1918 will be celebrated by the State of Illinois as its one hundredth birth year.

In 1913 the Forty-eighth General Assembly of the State created a commission of fifteen members to plan for and carry on a Centennial celebration. One of the leading spirits in this work was the late Hon. Campbell S. Hearn of Adams County, who was on the organization of the commission elected its chairman. The present officers of the commission are: Dr. Otto L. Schmidt of Chicago, Chairman, and Mrs. Jessie Palmer Weber, Springfield, Secretary. The Centennial Commission met with some vicissitudes through the technicalities of the so-called Fergus suits but it has worked uninterruptedly and has laid broad plans for a great Centennial observance.

The Centennial Commission hopes that each county in the State will hold a special Centennial celebration, but it has no authority in this connection, and it does not desire to dictate to localities. The function of the Centennial Commission in this matter is purely advisory. It will, however, be glad to advise counties on organization and other matters pertaining to county Centennial celebrations. The Commission particularly suggests and advises that counties erect some permanent memorial as the important part of their celebration. The Commission will be glad to furnish helpful literature to local organizations or to individuals. An important work of the Centennial Commission is the preparation and publication of a Centennial Memorial History of the State. The work of compiling and writing this history has been done by a corps of trained, scientific

historians and is on a scale never before attempted by any state of the Union. It will be published in six volumes and will be placed free of charge in the public libraries of the State and sold to individuals at a low cost. The first or preliminary volume, entitled, "Illinois in 1818," by Solon J. Buck has been published and distributed. The series is called "The Centennial Memorial History of Illinois," and will be a valuable and enduring feature of the Centennial observance.

The titles of the several volumes of the series are:

Volume I. Province and Territory, 1673-1818.

Volume II. The Frontier State, 1818-1848.

Volume III. The Era of Transition, 1848-1878.

Volume IV. The Industrial State, 1870-1893.

Volume V. The Modern Commonwealth, 1893-1918.

The Fiftieth General Assembly made an appropriation to begin the erection of a Centennial Memorial Building, on the beautiful plot of ground south of the State Capitol Building and in the law making the appropriation stipulated that the laying of the corner stone of the building be a part of the exercises of the Centennial Celebration. The building will cost when completed about eight hundred thousand dollars. The growth of the State's business has been so great that the Capitol Building is badly crowded and room is needed for proper housing and care of many departments. It is expected that the Centennial Memorial Building will be beautiful and satisfying artistically and architecturally and will provide ample quarters for the State Department of Education, State Library, State Historical Library and Society, a worthy Lincoln Memorial Hall, a safe depository for valuable records and house many other departments and boards. It will be an enduring monument of the completion of our first century of statehood, one upon which the people of the State can look with pride, for generations to come. The corner stone of the present State Capitol was laid October 5, 1868, and thus when on October 6, 1918 we lay the corner stone of our

Centennial Memorial Building, we will be celebrating the semi-centennial anniversary of the present Capitol Building. The year 1918 will be marked by a series of celebrations, beginning with the celebration on February 12, of the one hundred and ninth birthday anniversary of Abraham Lincoln. The anniversary of the Act of Congress authorizing the Territory of Illinois to form a State Constitution and State government, April 18, will be observed as will other important historical anniversaries already mentioned in this article. The birthdays of distinguished Illinoisans will be observed in some appropriate manner. It is the hope of the Centennial Commission that the entire summer and autumn of 1918 will be passed in a series of celebrations throughout the State. These celebrations, it is expected, will culminate in a great official celebration at Springfield, the State Capital, during September and October. There will be a Centennial Exposition and State Fair lasting for a period of two weeks or more. This will comprise in addition to the regular features, many exhibits showing the agricultural and manufacturing development of the State. A great historical pageant will be produced showing the history of the State in a series of true, beautiful and historically accurate scenes in a way which can not be forgotten by the observer. This pageant will have a deep meaning an artistic beauty of the greatest educational and inspirational value.

The Commission plans that there shall be observed throughout the State a Centennial Sunday, on which day all the people and all the churches will be asked to hold a special Centennial service, and in this manner will, at one time and with one accord, give thanks to God for his great gifts to this commonwealth and beseech their continuance. There will be a special official day, at which time, the Governor, and other State officers, the Chief Justice and Associate Justices of the Supreme Court of the State, the Lieutenant Governor and Speaker of the House of Representatives, both houses of the General Assembly, with the

Centennial Commission, will be official hosts to a great assemblage of distinguished guests who will be invited to attend the celebration and take part in the exercises. These guests will be governors of other states, especially of the states formed from the old Northwest Territory of which Illinois was once a part, members of Congress, orators, educators, churchmen, and a great concourse of Illinoisians from all parts of the State, and a great homecoming of Illinoisians now living in other states.

Societies and associations of all kinds, fraternal, commercial, industrial and historical, both of men and women, are expected to take part.

The soldiers of the Civil War who gave so much to this generation will be honored guests of the State; the soldiers of the Spanish-American War will be invited; our soldiers of today will not be forgotten, and those great, noble and self-sacrificing associations of men and women who are today doing work in field and hospital, the Red Cross and other humane and benevolent workers will be asked to take a great part in the celebration. Descendants of former governors and other distinguished Illinoisians will be invited to be the guests of the State.

The sixth of October, 1918, will be the one hundredth anniversary of the inauguration of the first Governor of Illinois, and it is expected that this will be selected as the day for the great official celebration.

The Centennial Commission invites and urges all the people of the State to cooperate and assist in making the Centennial year and the Centennial celebration successful and memorable in the annals of Illinois and the Nation. No greater inspiration can be given to our heroes of today than the knowledge of the appreciation by the people of their heroism and sacrifices. A state or a nation which does not show reverence for and honor to the memory of the heroes of its past, which forgets or is careless in showing respect to its patriots and founders can not be counted upon to show reverence to the heroes of its present or its

future. No generation can live for itself alone: it must honor and revere its pioneers, the founders and preservers of the State, with an abiding faith that the generations to come will honor the achievements of today as we appreciate, honor, revere and extol the toils and sacrifices of our ancestors.

LETTER OF NINIAN EDWARDS TO
NATHANIEL POPE.

The original letter is owned by Mr. DeWitt W. Smith of Springfield by whose courtesy it is published.

RUSSELVILLE, KENTUCKY, August, 1813.

DEAR SIR:

Your two letters have just been received by me. The enclosed you will read seal and forward. It contains my opinion fully as I understand the case. I wish you would undertake the collection of my debts in Missouri Ty. If any lead is received I wish it paid over to Wm. Morrison to whom I am indebted. I am hard run for money. Altho I have sold land to the amount of about ten thousand dollars. I am still undecided where I shall finally settle. But I shall certainly return again to the Illinois Territory and that before very long, as soon indeed as I can settle my business here which has suffered much by my absence. I find my old friends are not all dead having been treated with the most marked attention and friendship. I am much pressed to settle again in this state and find that I can most certainly occupy as good if not better ground than I ever held here. My wife is anxious to return to your country she cannot reconcile it to herself to lose Mrs. Pope and Mrs. Stevenson as neighbors, or she is very deceitful.

You have no doubt heard before this that Ft. Meigs is again besieged. Harrison was at lower Sandusky—Genl. Clay commands at the fort. News has just reached here by Mr. Montgomery (who lives with Colo. Trotter) that Harrison has retired thirteen miles from Sandusky—that he had sent out spies to Fort Meigs—they returned stating that the place was so surrounded by Indians that they

could not get to the Ft. that everything appeared to be still &c, from which apprehensions are entertained that the Ft had been taken. In a short time we must hear the result & I will write you.

I have just returned from Nashville. The Creek Indians supposed to be 8,000 strong are certainly for war with use. They have killed all their cattle have some time past been engaged in curing their meat, corn &c have embodied in a plain and cut down trees for many miles round them. Gov Blount received a letter from Gov Homes stating that the Gov of Pensicola had demanded the surrender of Mobile and all West Florida. We shall soon find that the news that Tecumseh brought from that quarter is about to be realized notwithstanding the snarlings of our sapient ones. The union of Indians, negroes, disaffected French people, other choice spirits and a British force from the West-Indians will give our government employment enough on our southern frontier.

The patriotic General Toledo who has lately been at the head of the patriots at Santone is certainly in British pay.

Considerable dissatisfaction seems to prevail in consequence of Colo Johnson's regiment having returned to Kentucky. The Secy of War highly disapproved of its having marched at the time it did. It is unfortunate that it returned about the time that Ft Meigs was besieged some people who wish to find fault and who do not know all the orders that the Colo received suggest that the elections afforded some inducements to the movement and it certainly is operating to his injury.

The first day of the election at Lexington your brother was fourth the man and behind Russell 100 votes. His friends however had not dispaired of his eventual success. The town having made a great effort the first day. It is said he was gaining on Tuesday. Rowan is elected from Nelson. There were five candidates in Franklin. The first day the highest of them had 56 the lowest 51 votes.

Marshall is among them—Genl Ray of Mercer is left out in consequence it is said of his being partial to Hopkins in some way.

Thomas Speed has attacked Hopkins bitterly in the Palladium—Gov Shelby is authorized to raise a large detachment of mounted men, he will head not less than three or four thousand—he appears to be and is so considered by my friends and foes as a warm decided and open mouthed friend of mine. I have always thought him honest I wish him success from my soul. I think he will show that militia can be governed.

Yrs sincerely

N. EDWARDS.

I had no instructions about the arms at Ft Russel. I consider them in the care of Genl Hunter (?) and at his disposal. It might be well enough to put them in the hands of the militia for the present.

If proper persons wd be responsible for them there is public powder at Morrison's which if necessary ought to be distributed. I approve of the other measures you propose. Thank God I have not made a fuss for nothing My men all to be paid, the money was to start from Washington about the middle of last month. Prudence is a good thing enough, but I hate pay servile devotion to its dictates, at all events when men have turned out so patriotically, had conducted themselves with so much propriety and had given me so many marks of their confidence and friendship. I was determined that I never would desert their interest even with the certainty of falling a sacrifice to my efforts to procure them justice. When they see and feel that such is my disposition if it should ever be my lot again to command then I shall be the better rewarded by their zeal and attachment and obedience. Let Cap. B. Whiteside know that he is in no danger of being put out of service. I cannot account for the Third Lieutenants of the new Rangers being discharged, they held their appointments in

precisely the same manner that the other officers did. I wish to God I was back again at the head of such a force as I have and again can raise in the territory, if I could have this chance I would not remain one moment here however pressing my private business.

N. E.

EDITORIAL

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No. 2.

ANNUAL MEETING OF THE
ILLINOIS STATE HISTORICAL SOCIETY
MAY 10-11, 1917.

The annual meeting of the Illinois State Historical Society was held in the Supreme Court Chamber in the Illinois State Supreme Court Building at Springfield on Thursday and Friday, May 10-11, 1917.

The President of the Society, Dr. Otto L. Schmidt, presided at all sessions.

The annual business meeting of the Society was held on Friday morning, when reports of officers and committees were presented, and the annual election of officers was held.

Hon. George A. Lawrence, of Galesburg, was elected Vice President in the place of Mr. W. T. Norton, resigned. Mr. Ensley Moore was elected Fourth Vice President; and Col. D. C. Smith, of Normal was elected Director to fill the vacancy caused by the death of Capt. J. H. Burnham.

Mr. Clinton L. Conkling, of Springfield, was elected a Director to fill the vacancy caused by the death of Judge J. O. Cunningham. All other directors and officers were reelected. A new office was created, that of assistant Secretary, to which Miss Georgia L. Osborne, of Springfield, was elected.

A very interesting exhibit of advertising material, showing the improper use of the United States Flag was made by Mr. E. R. Lewis, of Chicago, President of the American Flag Day Association of Illinois.

The program as presented is as follows:

Order of Exercises.

Thursday Morning, May 10, 10 o'Clock.

Directors' Meeting in Office of Secretary.

Thursday Afternoon, 2:30 o'Clock, in Supreme Court Room.

Mr. E. L. Bogart The Population of Illinois 1870-1910
University of Illinois.

Music.

Miss Verna Cooley . . . Illinois and the Underground Railroad
University of Illinois. to Canada.

Mr. Stephen A. Day A Celebrated Illinois Case That
Chicago. Made History.

Thursday Evening, 8 o'Clock, Supreme Court Room

Music Illinois

Dr. Otto L. Schmidt . . . The Illinois Centennial Celebration

Mr. George A. Rogers . . . Reading. Reverie of Fifty Years
Galesburg, Illinois. After, by Col. Clark E. Carr.

Music.

Dr. Jenkin Lloyd Jones . . Annual Address. Contemporary
Chicago. Vandalism.

Order of Exercises.

Friday Morning, May 11, Business Meeting,

10 o'Clock, Supreme Court Room.

Reports of Officers.

Reports of Committees.

Miscellaneous Business.

Election of Officers.

In Memoriam Brief tributes to some deceased members of the Society.

Capt. J. H. Burnham By Mrs. Jessie Palmer Weber, Secretary of the Society.

James Haines By Mr. W. R. Curran, Pekin

Friday Noon, 12:45 Sharp.

Luncheon—St. Nicholas Hotel.

Friday Afternoon, 2:30 o'Clock.

Supreme Court Room.

Rev. P. C. Croll.. Thomas Beard, the Pioneer and Founder
Beardstown, Illinois. of Beardstown, Illinois.

Music Mrs. Paul Starne

Mr. Theodore C. Pease The Public Land Policy and
University of Illinois Early Illinois Politics

Mr. Arthur C. Cole . . . "The Presidential Election of 1864"
University of Illinois.

Friday Afternoon, 5 to 6:30 o'Clock.

Mrs. Lowden received the Historical Society at the Executive Mansion.

The above program was carried out in detail. A large number of the members of the Society attended the reception so graciously tendered by Mrs Lowden and enjoyed her charming hospitality. Col. Clark E. Carr, Honorary President of the Society was at the meeting and was warmly greeted by all of the members and guests. Colonel Carr is an old friend of Governor and Mrs. Lowden, and he greatly enjoyed seeing them at their home in the Executive Mansion.

Colonel Carr made one of his characteristic and eloquent impromptu speeches at the luncheon at the St. Nicholas hotel.

This luncheon was attended by about one hundred and twenty-five members of the Society and was a pleasant feature of the annual meeting

Resolutions were adopted at the Friday morning session on the death of Capt. John H. Burnham and Judge J. O. Cunningham, both founders and directors of the Society. The resolutions on the death of Captain Burnham were presented by President Charles H. Rammelkamp of Illinois College, Jacksonville. Resolutions on the death of Judge Cunningham were offered by Prof. E. C. Page. The resolutions in both cases were adopted by a rising vote.

VISIT OF THE FRENCH WAR MISSION TO SPRINGFIELD AND THE TOMB OF LINCOLN.

On Monday May 7, 1917, Jacques-Joseph Cesaire Joffre, Marshal of France, with his companions of the French War Mission, for the space of one hour and a half was in possession of the city of Springfield, Surrendered for the first time to the general of an alien nation, the capital city of Illinois accorded its peaceful conquerer all the honors and homage which might have been his due had the city been his by right of conquest, and which were all the more due him from the fact that he came in the name of the Republic of France, now the ally of the United States in the World War.

Here primarily to pay tribute on behalf of the French Republic to the memory of Abraham Lincoln, Vice Premier Viviani, Marshal Joffre and the other members of the war mission, were received by the city of Springfield as its own particular guests, and as such were accorded a reception said by members of the party to be the most enthusiastic they have received during their visit to this country. During their entire stay they were greeted with cheers and the plaudits of throngs eager to greet the Hero of the Marne and his co-workers, and the city itself was bedecked as for a gala day in their honor.

The special train bearing the war mission arrived at the Union Station at 3:12 o'Clock.

As the train pulled into the station, the military band struck into the Marsaillaise, the national anthem of the

French Republic, and as the blue-coated figure of General Joffre appeared on the rear platform, the crowd massed about the station and lining the streets, burst in cheers, wildly acclaiming the French chief. With his hand to his cap in a salute acknowledging the greetings, he descended to the station platform, where he was greeted by the members of the reception committee, headed by Governor Lowden.

When the members of the mission had shaken hands with the members of the reception committee, the visitors, committee and special guards took their places in the waiting automobiles and went at once to Oak Ridge Cemetery.

The mission arrived at the tomb of Lincoln shortly before half past three o'clock. As the car bearing the French Marshal stopped before the monument, Joffre raised his right hand in salute. Alighting on the south side of the memorial, the party filed around the monument to the north side, where, led by Joffre and Viviani, they approached the tomb.

As he reached the door to the tomb, Marshal Joffre reverently raised his cap and with bowed head, followed by his companion of the mission, passed into the silence within. Only the members of the French war party were allowed inside, the rest of the group which accompanied the mission about the city standing outside with bared heads during the brief time the visitors were within.

Silently the Hero of the Marne placed the magnificent wreath upon the sarcophagus of the Great Emancipator. For a brief moment he stood with bowed head; then without a word having been said, the party left the tomb, and was hurried back to the waiting automobiles.

When the mission and reception party reached the state house and entered the hall of the house of representatives, every available seat on the main floor and in the galleries, excepting the place near the speaker reserved for the party, had already been taken by the senate and house

in joint session, and their guests. The great hall itself was decorated with American and French flags, and the speaker's stand was banked on one side by a huge American banner and on the other with a correspondingly large French flag.

The reception committee was the first to enter the chamber. Then, amid deafening applause, Marshal Joffre, Rene Viviani, and their companions of the mission, accompanied by Governor Lowden and Lieutenant Governor Oglesby, entered the hall. To the waving of flags and the plaudits of the assembled throng, the members of the mission and the state officials took their places on the rostrum.

Standing at the salute, the white-haired general acknowledged the applause, finally taking his seat behind Speaker D. E. Shanahan, when the Speaker at length was able to restore order and silence the crowd.

White-haired and with snowy moustache, the Marshal of France was an impressive figure as he stood before the cheering crowd in the chamber. He was clad in his uniform of blue coat, red trousers striped with black, and wrapped yellow puttees. On his coat were the military decorations indicating of his rank and achievements, medals awarded him by a grateful republic in acknowledgment of his services in that nation's hour of need. In his hand he carried the red-topped, gold braided cap of his rank, the cap which is said to carry beneath the embroidered leaves the locks of hair placed therein by a score or more of French girls when they executed the delicate tracteries thereon.

When order was again restored Speaker Shanahan stepped forward and introduced Governor Lowden, who gave to the visitors the official greetings of the State of Illinois. Briefly Speaker Shanahan in his remarks spoke of the debt of the American nation to the sister Republic of France, enumerating the achievements of the French which form bonds today between the two nations, beginning with the discovery of the Mississippi valley in

1673, the first preaching of the gospel in Illinois, the first teachers to spread civilization here, the first attempts at government and the first settlements which were all made by the French.

"America," he concluded, "can perhaps never fully repay its debt of obligation to France. But the United States and the State of Illinois appreciate the valor and generosity and heroism of the French people, past and present, and duly honor their distinguished representatives here today."

Governor Lowden's address was brief.

He said: "Almost a century and a half ago we began in this country a battle that is now pending in Europe, the battle of human liberty. In the darkest day of our Revolutionary war, the emblem of France appeared on our coasts; and we won that initial engagement by the help of France.

"Now the cause for which we then fought is making its last stand, not simply in America but around the world.

"It is a great honor to have with us today that distinguished statesman of France who has a right to lay a wreath on Lincoln's grave because all his life has been given to the cause of humanity.

"We welcome that illustrious soldier, Marshal Joffre, because his distinguishing qualities are the qualities that make deathless the fame of our own U. S. Grant, modesty, simplicity, and invincibility in the face of the enemy.

"I now present to you that distinguished soldier of France, Marshal Joffre."

When the applause at length died away, the Marshal of France spoke, but it was only an acknowledgment of his reception, two short sentences in his own language.

"I come here," he said, "to represent France and the French army. For them I thank you. In their behalf and for this reception of their representative, I salute the citizens of the State of Illinois and the city of Springfield."

Rene Viviani, head of the French mission, the only other member of the visiting party to speak, was introduced by Speaker Shanahan.

"France," declared Speaker Shanahan in his brief introduction of the vice-president of the council of ministers, "has been spending her life blood in this fight for freedom since its beginning. America is now in the fight and will be in with France at its close."

Clad in civilian clothes, Premier Viviani lacked some of the picturesqueness of his compatriot, but as he waited for the ovation accorded him to cease, there was an air of earnest and commanding strength about him that marked him as a great leader.

In part, M. Viviani said, as translated by an interpreter: "The homage of the entire French nation comes with us. I wish you to understand that no matter how far it is from your city of Springfield to France, the vision of this splendid modern democracy is understood by the French people.

"You know that, born of the people and with the most meager of opportunities, Lincoln arose by diligent study and through the virtue of his own native intelligence to become the Emancipator of all modern civilization, attaining his ends by plunging the nation into civil war after exerting every other means within his power.

"Lincoln knew the human conscience; that is the reason he is proclaimed immortal by the entire world. He accomplished this triumph for civilization, and although he is now in silence, by his triumphs and deeds he still lives in the memory of his people and of all people.

"But permit me to say with justice to all, that the French Revolution of 1848 also proclaimed the equality of men, as well as did your own civil strife.

"The United States, this great republic of yours, sister to our own beloved France, is now face to face with the same crisis. We of the French Republic and you in this great nation are now together in this great world war, this war for liberty which started with the French Revolution and now is continuing to defend liberty and the rights of men from the onslaughts of Prussian autocracy.

"A few minutes ago when we heard the words of your governor, we heard told the bonds which have formed an inseparable relationship between America and France. The first French to your shores came to discover the valley of the Mississippi and died in the land upon the boundaries of that great river. But they founded the first government here in that valley, and it is here that we see the domains of our ancestors.

"An now that you have joined us in this fight for freedom, you will, when this struggle is over, have aided in liberating not only France but the whole world."

It is said that the address delivered by Speaker Shanahan on the occasion of the official visit to Springfield of the French War Mission, which contained a great deal of French-Illinois history was printed in full in the greater newspapers of Paris.

General Joffre and party were the guests of the city of Chicago on Friday and Saturday, May 4-5, where they were elaborately entertained.

Members of the party, besides Marshal Joffre were:

Minister of Justice Viviani, Vice Admiral Chocheprat, Marquis de Chambrun a descendent of General Lafayette. Mr. Hovelacque, inspector general of Public Instruction of France., Viscount Dejean, counsellor of the French Embassy, Lieut. Col. Fabry, of the General Staff of the French Army, Lieut. Commander Simon of the French Navy, Lieut. de Tessan aid to Marshal Joffre, Breckinridge Long, third assistant Secretary of State of the United States, Lieut. Col. Spencer Cosby, United States Army, attached to the French Mission, Lieut. Colonel Allen Buchanan, United States Army, attached to the French Mission, Warren Robbins, Secretary of Embassy, Department of State, attached to the French Mission.

THE YEAR 1918 IS THE CENTENNIAL YEAR IN ILLINOIS.

The Historical Society has been asked by the Centennial Commission to cooperate with it in the observance of the

anniversary of the approval of the Act of Congress, April 18, 1818 (The Enabling Act) which authorized the Territory of Illinois to form a State Constitution and Government. It is therefore, the most important anniversary historically, of the Centennial Year. The Territory promptly took the necessary steps to secure its admission into the Union as directed under the act of Congress just mentioned.

The election of delegates to the Constitutional Convention was held on July 6, 7 and 8. The Convention met Monday, August 3, 1818, at Kaskaskia. It was composed of thirty-three members. It completed its labors on August 26.

The first election of State officers took place September 17, 18, 19. The first General Assembly of the new State met Monday, October 5, 1818, and on the next day, October 6, the first governor of the State, Shadrach Bond was inaugurated, and delivered his message to the General Assembly. The General Assembly, on October 7, elected the first two United States Senators from Illinois. They were Ninian Edwards and Jesse B. Thomas. On October 8, the General Assembly elected the Supreme Judge and the Associate Justices of the Supreme Court.

Joseph Phillips was elected the Supreme Judge and Thomas C. Browne, William P. Foster and John Reynolds, afterwards governor of the State, were elected associate justices.

On Tuesday, October 13, at 4 P. M., the first General Assembly of the State of Illinois adjourned to meet at the call of the Governor after the formal approval by Congress of the Constitution of the State.

The Legislature did not enact laws, though it elected important State officials and confirmed appointments by the Governor.

On December 3, 1818, the bill approving the State Constitution and form of Government for Illinois received the approval of the President of the United States and Illinois was declared a sovereign state of the Federal Union on like

terms and footing with the older states. It was the twenty-first state to be admitted and the eighth to be admitted after the original Thirteen.

Therefore, important anniversaries during the Centennial Year are:

April 18. Anniversary of the Approval of the Enabling Act.

July 6, 7, 8. Anniversary of the election of delegates to the Constitutional Convention of 1818.

August 3. Anniversary of the meeting of the Constitutional Convention of 1818.

August 26. Anniversary of the Adoption of the Constitution.

September 17, 18, 19. Anniversary of the first election of State officers in Illinois.

October 5. Anniversary of the first General Assembly of Illinois.

October 6. Anniversary of the inauguration of the first governor of the State.

October 7. Anniversary of the election of the first United States Senators for Illinois.

December 3. Anniversary of the Act of Congress approving the Constitution of Illinois and declaring the State duly admitted to the Union.

MONUMENT TO GOVERNOR THOMAS CARLIN DEDICATED AT CARROLLTON, JULY 4, 1917.

A monument erected by the State of Illinois to the memory of Thomas Carlin, Governor of Illinois, 1838-1842, was dedicated at Carrollton, Greene County, on July 4, 1917. Governor Carlin was one of the founders of Carrollton.

The principal address was made by Governor Frank O. Lowden. Victor S. Holm also delivered an address.

The pretty little city was in gala attire for the ceremonies attendant upon the dedication of the monument and the visit of Governor Lowden and many other guests.

A LIST OF BOOKS, LETTERS, PICTURES AND MANUSCRIPTS PRESENTED
TO THE ILLINOIS STATE HISTORICAL LIBRARY AND SOCIETY.

The Board of Trustees of the Library and the Directors of the Society acknowledge these gifts and thank the donors for them.

Baptist Churches of Woodford County, History of. 45 pp. copyrighted 1913. Gift of A. F. Marshall, Eureka, Ill.

Blue Ridge, Early History of, by H. H. Nurse of Chillicothe, Ill. Gift of the author.

(The) Bumble Bee. Vol. 2, June, 1873. Published at Albion, Ill. Gift of Edgar R. Harlan, Historical Department of Iowa. Des Moines, Ia.

Chicago Comptroller's Report, 1909-15, 7 Vols. Gift of the City of Chicago.

Chicago, Burlington & Quincy Ry. Co. 63d Annual Report. Gift of C., B. & W. R. R., Chicago, Ill.

Chicago Inter-Ocean November 1, 1893, containing history of World's Fair at Chicago. Gift of Mr. I. S. Blackwelder, 175 West Jackson Boul., Chicago.

Clippings, arrow head and miscellaneous material. Gift of Mr. Walter Peters, 140S Berwyn Av., Chicago.

Clippings for the years 1812, 1818 and 1836. Gift of Frederick Nordstrom, Malden, Mass.

Fell, Jesse W., The Life of, by Frances Milton Morehouse, A. M. Gift of H. O. Davis, Bloomington, Ill.

Genealogy. Ancestral Record Dillon-Hodgson-Fisher-Leonard Families. Compiled, by Isaac Dillon. Normal, Ill., 1909. Clarence A. Burner, printer. Gift of Miss Jessie Dillon, Normal, Ill.

Genealogy. Reminiscences in the Lives of George and Ann E. Manierre. Typewritten copy. Gift of Mr. George Manierre, Chicago.

Illinois State Horticultural Society, Transactions for 1916. Rogers & Hall Company, printers, Chicago. Gift of the Society.

Kentucky River Navigation, by Mary Verhoeff, Filson Club Publication No. 2S, Louisville, Ky., 1917. John P. Morton & Company. Gift of the Filson Club.

Land Grant Certificate Issued to George Flesher, McLean County, Illinois, April 4, 1850, signed by Zachary Taylor, President, of the United States. Gift of Mr. D. F. Trimmer, Lexington, Ill.

Lincoln, Abraham. Lincoln Speech Memorial at Gettysburg. (post card).

Lincoln, Abraham. The Wills House where Abraham Lincoln wrote his Gettysburg speech, (post card).

Gifts of Lewis M. Neiffer, Harrisburg, Pa.

Lincoln, Abraham. An address by Clark Prescott Bissett. Seattle, Wash. Los Angeles, 1916. Cannell Smith Chaffin Co. Gift R. J. Tompkins, The Blackstone, Chicago.

Lincoln, Abraham. The Living Memorial to Lincoln. Gift of Lincoln Memorial University, Cumber and Gap, Tenn.

Lincoln, Abraham. Lincoln in the Winter of 1860-61. Address by Wallace McCamant before the General Assembly of Oregon. Two copies. Gift Hon. Wallace McCamant. Supreme Court, Salem, Ore.

Lincoln, Abraham. Newspaper containing article on the mother of Abraham Lincoln. Gift of Hon. J. W. Craig, Mattoon, Ill.

Lincoln, Abraham. An address by Dr. Curran Pope, Louisville, Ky. Gift of Doctor Curran Pope.

Letters of Edward Bates and the Blairs, Frank P. Sr. and Jr. and Montgomery, from the private papers and correspondence of Senator James Rood Doolittle of Wisconsin. Contributed by Mr. Duane Mowry, Milwaukee, Wis.

Lutheran Church. Seventy-fifth anniversary of Grace Lutheran Church, Springfield, Illinois, 1916. Gift of Miss Annie G. Springer.

Michigan. Economic and Social Beginnings of Michigan. by George Newman

Fuller, Ph. D., Lansing, Mich., 1916. Gift of Michigan Historical Commission, Lansing, Mich.

Monroe County, Ill. Precinct History of Monroe County, Illinois, written by the pupils. Gift of R. P. Briegel, Superintendent Schools Monroe County, Ill.

Muskets and Medicine. Personal Experience in the War between the States, by Charles B. Johnson, M. D. Philadelphia, 1917. Gift of the author Dr. C. B. Johnson Champaign, Ill.

New York State. Ecclesiastical Records State of New York, Vol. VII, Index. Prepared by Rev. E. Corwine, D. D., under the auspices of the state historian, James A. Holden, Albany, 1916., University of the State of New York. Gift of New York State Library, Albany, N. Y.

Pictures. American Flag. Four prints showing desecration of the American flag, Gift of Mr. E. R. Lewis, 7468 Normal Av., Chicago, Ill.

Pictures, Lincoln Group. Gift of Mrs. H. C. Ettinger, Springfield, Ill.

Pictures. Soldiers' Home, Springfield. Original picture of Soldiers' Home at Springfield, Ill. Gift of Miss Carrie Johnson, Springfield, Ill.

Reynolds Genealogy. Partial genealogy of John Reynolds, born in England in 1612, sailed from Ipswich County, Suffolk. A part of his lineage to 1916. Comp. and published by Alvah Reynolds, Altona, Ill. Gift of the compiler.

Rocky Mountain Adventures, by Edwin Bryant, New York. Hurst & Co. publishers. Gift of M. R. Ludowise, 12 West Ontario St., Chicago.

Shiloh Battlefield. Illinois at Shiloh. Report of the Illinois Shiloh Battlefield Commission, by Major George Mason, Secretary of the Commission. Gift of Major George Mason, Chicago.

War Taxation. Some Comments on War Taxation, by Otto Kahn, 52 Williams St. New York, 1917. Gift of the author.

Woman's Relief Corps. Journal National Convention, 1916, Washington, D. C. 1916. National Tribune Co., publishers. Gift of Carrie T. Alexander Bahrenburg Belleville, Ill.

Woodford County. Geography, History and Civics of Woodford County, Ill. Edited by Roy L. Moore, County Superintendent Schools. Gift of the Editor.

Woodford County History, by Roy L. Moore, A. B., Eureka, Ill., 1910. Gift of the author.

NECROLOGY



JUDGE J. O. CUNNINGHAM.

JOSEPH OSCAR CUNNINGHAM.

1830-1917.

Joseph Oscar Cunningham was born at Lancaster in Erie County, New York, December 12, 1830, and died at his home, 922 West Green Street, Urbana, on April 30, 1917, when in his eighty-seventh year. He was a son of Hiram Way and Eunice (Brown) Cunningham. Some of his early life was spent in northern Ohio, where he attended Baldwin Institute at Berea and also Oberlin College. In June, 1853, at the age of twenty-two, he came to Champaign County, Ill., and from that time forward his home was at Urbana. He had previously taught in the village school at Eugene, Indiana, but a month after his arrival at Urbana became associated as one of the proprietors and editors of the Urbana Union. He was a member of this firm of Cunningham & Flynn until 1858, and in August of that year became associated with J. W. Scroggs in the publication of the Central Illinois Gazette at Champaign, a village then known as Western Urbana.

In April, 1855, Mr. Cunningham was admitted to the bar. In 1859 he received his law degree from the Union Law School of Cleveland, Ohio. After his admission to practice it is said he never missed a single term in court for forty-seven years. He was admitted to the Supreme Court of the United States in 1880. He was a member successively of the law firms of Sim & Cunningham, Cunningham & Weber and Cunningham & Boggs. He finally retired from active practice in 1905.

The title by which he was so long known in Champaign County was a mark of respect, though it was based actually upon official service as judge of the Champaign County

courts. He was elected to that office on an independent ticket in 1861 and served four years. At the time of his death he was the only surviving member of the original Board of Trustees of the University of Illinois. He was first appointed a trustee by Governor Oglesby in 1867, and was reappointed by Governor Palmer in 1871. For six years he served as a member of its executive committee. The university always claimed much of his time and interest, and for fifty years he was its devoted friend. Another institution which claimed some of his services was McKendree College at Lebanon, Illinois, which he served as trustee during 1897-98.

Judge Cunningham was a member of the General Conference of the Methodist Episcopal Church in 1896 and 1900. He was a member of the Mississippi Valley Historical Society and the Illinois State Historical Society. He distinguished himself by his ability as a collector and writer on historical subjects and delivered many addresses before the State Historical Society and before Masonic and legal associations. On June 27, 1900, he delivered an address at Norwalk, Ohio, before the Firelands Historical Society on the occasion of its forty-fourth annual meeting. He was one of the founders and was a director of the Illinois State Historical Society, and two of his most notable addresses were read before that society in 1902 and 1905. In collaboration with William C. Jones he prepared *Jones & Cunningham's Practice*, a volume on County and Probate Court Practice, the first edition of which was printed in 1883. Second and third editions were issued in 1892 and 1903. His *History of Champaign County* was published in 1905. After the publication of that work he continued to gather many new matters and data bearing upon the local and general history of Champaign County.

Judge Cunningham had been an active member of the Methodist Episcopal Church since 1866. A permanent monument to his memory is the result of his donation in

1894 to the Woman's Home Missionary Society of the Illinois Conference of the home in which he and his wife had resided for twenty-five years. This is a large place on Cunningham Avenue, north of Urbana, and was donated to the church to be used as a home for homeless children. The building, with a tract of fifteen acres, valued at \$15,000, now has the name of the Cunningham Orphanage. The missionary society instructs and trains the children of the home.

When the Urbana Park Commission began its work of preserving beauty spots in Urbana, Judge Cunningham made the city a present of fifteen acres of land adjoining Crystal Park Lake and now comprising that portion at the north end of the park which is distinguished by a beautiful winding drive and boulevard.

Judge Cunningham was married at Bainbridge, Ohio, October 13, 1853, to Miss Mary M. McConoughey. Judge Cunningham was for a number of years master of Urbana Lodge of Masons and also a member of the Urbana Knights Templar Commandery. He began voting as a Whig, subsequently was a Republican, but from 1873 was an independent, though a pronounced advocate of the principles of the Prohibition Party.

It would be impossible within the scope of this article to describe all the interests and associations that made Judge Cunningham a part of Champaign County. In conclusion should be quoted the words of one of the local papers used at the time of his death:

"The end of a long and fruitful life, the life of a friend of the immortal Abraham Lincoln, came at 11:30 o'clock Monday night when a two weeks' illness resulted in the death of Judge J. O. Cunningham, one of the oldest and best known citizens of Champaign County.

"As Judge Cunningham had lived, so did he die, surrounded by his beloved books, a library such as none other in the State and probably in the United States. containing as it does some of the rarest old historical

works, obtainable, collected during a long life of research along historical lines. Some of the rarest volumes in the collection have to do with the life of Mr. Lincoln, who was a close friend of Mr. Cunningham in the pioneer days of Champaign County when Mr. Lincoln came to Urbana to attend the court.

"A number of years ago Judge Cunningham had a large room added to the rear of his residence as his library, and during his last illness he had his bed in this room, and at his request the last obsequies over his body were observed there.

"In the death of Judge Cunningham one of the greatest minds of the State is sealed forever. During his life scholars from many places of learning, sat at the feet of Judge Cunningham to draw from the immense storehouse of his memory details of local and State history forgotten by other minds as old as Judge Cunningham's but more feeble. Not only was he familiar with intimate bits of information regarding the life of the greatest American statesman, but he made it a part of his life to remember details of history of his home city and was able to tell many Urbana people things that they did not know about their own forebears, details that would have been lost had it not been for Judge Cunningham's interest in preserving them. Many of his recollections of days long gone are preserved in historical works compiled by him."

Judge Cunningham was one of the founders of the Illinois State Historical Society and a director from its organization in 1899 until his death. He was also honorary president of the Lincoln Circuit Marking Association and he was much interested in the plans of this organization to mark the old roads which were traversed by the lawyers of Central and Eastern Illinois in attending the sessions of the circuit courts.

ELBERT C. FERGUSON—1856-1917.

The announcement of the death of Elbert C. Ferguson of Chicago will come as a shock to the entire membership of the Commercial Law League and the State Historical Society, as it did to the members of the League in Chicago, when on Saturday morning, June 9, 1917, they received word that he had passed away in a Chicago hospital, where he had been taken for an operation on the preceding day. No one but his immediate family and his office force knew even that he was ill, as he was attending to his work as usual on Thursday.

There are some men who die and are not missed by more than a few intimates. This man had qualities that brought him into close contact with thousands of business and professional men throughout the United States and Canada—nay, even in many foreign cities, and all will mourn his departure.

Mr. Ferguson's life was an intense one. He entered into all his undertakings in a serious way. He took even his recreations intensely. In his vacation travels abroad with Mrs. Ferguson he observed and studied and made notes and pictures so that these travels became a part of his very life. Many of his friends have spent delightful hours in his parlors viewing the scenes of his foreign travels shown on a curtain accompanied by a running description exceedingly informing and interesting. In his lighter moments, when off duty, he would match any story with a better one and he always had a full appreciation of the company and the occasion.

Mr. Ferguson's early life was one of hardship. For many years he literally fought for everything he obtained

and in making a just estimate of his character we must remember this. He had neither wealth nor education back of him. He began his professional career in Chicago at the very bottom of the ladder.

Mr. Ferguson's friendships were many and some of them were among men most prominent and successful in Chicago and other cities. The number and character of the men who attended his funeral on the busy weekday afternoon was a silent testimonial to his standing in the community. Some of his friendships were exceedingly intimate. He loved some of his friends with almost a woman's tenderness. Such was his intimacy with former President Weed of Cleveland.

He was vastly ambitious and always along right lines. He was interested in all movements for the uplift of men and no task given him in this direction was too hard. He gave liberally of his time, his energy and his money to schemes for social and municipal uplift. His voice was being constantly heard in Chicago and throughout his state for the betterment of things.

You could always know where Mr. Ferguson stood on any question. He was outspoken and candid, even to a point where he hurt himself. He did not count even personal friendship as anything where a question of principle entered. He could oppose a friend and oppose him bitterly if he thought that friend was wrong, but he always expected to keep the friend.

Mr. Ferguson's home life was beautiful. It is a matter of record that Mrs. Ferguson is the only woman ever made an honorary member of the Commercial Law League and she won this distinction by her splendid qualities that nowhere shone more brightly than in her home. The greatest stroke of success that E. C. Ferguson ever made was when on the 28th of June, 1893, he married Estella Gobel of Chicago. It has often been said of these two that they were fashioned for each other. Each was the complement of the other. Recently Mr. Ferguson finished a

home on Hyde Park boulevard at the corner of Woodlawn, in the heart of Chicago's most aristocratic section, but a few blocks from their old home so well known to many of their friends. The new home, wonderfully attractive in all its appointments, is surrounded with lawn and flowers in which both Mr. and Mrs. Ferguson delighted. Surrounded thus, with all to make life sweet, and with scarcely a warning, he passed out of this home on Monday afternoon, June 11th, never to enter it again.

If the abundance of the flowers that surrounded him at his departure is any mark of the esteem in which he was held, then surely no words can measure it. The entire home was literally buried in floral offerings. The flowers, the music, the scripture, the words of the preacher, were all tender and beautiful. It was all as Mr. Ferguson would have had it. He loved beautiful things

Mr. Ferguson was deeply interested in the Commercial Law League of America. It was one of his hobbies. Anything to injure it was like a blow struck at himself. In the first Convention at Detroit in 1895 while that meeting was called to order by George S. Hull of Buffalo, the first man to address it was E. C. Ferguson of Chicago, who arose to nominate the presiding officer pro tem.

Long before that Convention came into being he worked to bring it about and when he saw that it was actually to take place he wrote his friends throughout the country and obtained from them money enough to buy a set of solid silver of 120 pieces to present to the organizer of the Convention, and he made the presentation speech at the close of the League's first banquet. From these days in 1895 to the very day of his death he followed every step of the League with intense solicitation. In 1901 he was elected President of the League and his year was marked by intense activity. It was a time of discouragement in League affairs. He got under the load and bore it with all the earnestness of his nature. There have been men who have worked spasmodically in behalf of the League; there

never was an hour in Mr. Ferguson's life that he was not willing to shoulder a burden for it. Ofttimes he took upon himself cares in connection with it that were not his; such was his anxious solicitation for the good of the order.

Elbert Campbell Ferguson was born at College Hill, near Cincinnati, Ohio, May 1, 1856. At the age of eleven his parents moved into Illinois. In 1879 Mr. Ferguson located in Chicago and on May 27, 1880, was graduated from the Union College of Law. He began the practice of law in 1883, and was married to Miss Estella Gobel on June 28, 1893.

In 1889 Mr. Ferguson formed a partnership with Charles N. Goodnow under the firm name of Ferguson & Goodnow, Mr. Goodnow retired in 1906 on his election as judge.

Mr. Ferguson was one of the founders of the Commercial Law League of America, his certificate of membership being No. 110. He was its President in 1901-1902 and from time to time served on the Executive Committee and other committees.

Mr. Ferguson was a member of the Association of Commerce, the American Bar Association, Illinois State Bar Association, and Chicago Bar Association, the Illinois State Historical Society, Union League Club, Chicago Athletic Association, South Shore and Beverly Country Clubs, Chicago Paint and Varnish Club, Hesperia Lodge, A. F. & A. M., Oriental Consistory, St. Bernard Commandery and Medinah Temple.

The funeral was held from the residence. The services were conducted by the Rev. William R. Wedderspoon of St. James' Methodist Episcopal Church. The following were pallbearers:

Honorary: George E. Watson, B. E. Sunny, H. A. Wheeler, Charles E. Field, E. E. Maxwell, Dr. Frank T. Andrews, W. E. Bell, Charles F. Hills, L. M. Smith, Thad O. Bunch, Albert H. Harris, B. A. Conkling.

Active—E. L. Eames, E. I. England, W. E. Gibbs, J. E. McWilliams, George Tripp.

The following committee represented the Bar Association:
Frederick A. Brown, Thaddeus O. Bunch, Albert N. Eastman, Ernest L. Kreamer, Frank I. Moulton, Merritt W. Pinckney, John T. Richards, James Rosenthal, Frederic P. Vose.

The Commercial Law League was represented at the funeral by the following appointed as a committee by President McGilton:

Wm. C. Sprague, Thaddeus O. Bunch, Frank I. Moulton, Frederic P. Vose, Albert N. Eastman, S. T. Bledsoe, John S. Ransom, E. E. Donnelly, Bloomington, Ill., Edward H. Brink, Cincinnati, Ohio.

JOHN CROCKER FOOTE

BY RICHARD V. CARPENTER.

John Crocker Foote, a member of this society, departed this life at Belvidere, Illinois, July 12, 1917.

Mr. Foote was born in Hamilton, New York, September 20, 1841. His father, John J. Foote, was a man of prominence in central New York State about the time of the Civil War, being State Senator and afterward Auditor of the New York City Post Office, and much trusted by the leaders of those times.

The elder Foote founded the fortune which he accumulated, by a large drug business in Hamilton. John C. Foote continued that business in Belvidere after the family moved there in 1865, and long after he sold his store and retired to care for his large financial interests, he continued to take out a druggist's license and to keep posted upon the various changes in pharmacy and the prices of drugs and chemicals.

Mr. Foote was educated in Hamilton Academy and afterwards was graduated from Colgate University with the degree A. B. A short time before his death it was the pleasure of the writer to spend an evening in company with him and the president of Colgate, when Mr. Foote took great pleasure in reciting the events of his college course and furnishing the president of his Alma Mater with many first-hand details of early college history, among others the fact that considerable of the present university grounds formerly formed part of John J. Foote's homestead.

Mr. Foote was deeply interested in American history and genealogy, particularly as connected with the founders of the Republic. He was a member of the Mayflower

Society, his ancestor being John Howland, and contributed largely to the purchase and maintenance of the Howland House at Plymouth. He was one of the charter members of the Sons of the Revolution in the State of Illinois and one of the original eight founders of the society who attended the preliminary meeting of the organization held December 4, 1893. He held many offices in the society, so far as his residence in Belvidere, some distance from Chicago, would permit. Almost every year Mr. Foote contributed to that society the amount necessary for a life membership, designating some friend as the beneficiary without a preliminary consultation, and he delighted in surprising the friend by telling him of the life membership bestowed, after it had been done.

Mr. Foote was extremely interested in genealogy, particularly that of New England, and it was said of him by an intimate friend that no matter what topic the conversation started with, it always ended with genealogy. He contributed quite largely to the publication of the Foote genealogy, subscribing to quite a number of the books when the author of the genealogy was somewhat disheartened at the prospect of receiving sufficient encouragement. Mr. Foote often told the writer that he was glad to contribute in that manner, because otherwise he would have felt it was his duty to get up the genealogy himself, and if someone else was willing to do it, he was glad to help to that extent.

Mr. Foote was the soul of honor, carefulness and punctuality. Of all the men the writer of this article has known none excelled him in those particulars. If a meeting was set for half past seven in the evening, at 7:29 Mr. Foote's step would be heard at the bottom of the stairs. An engagement or a promise to him was sacred. In settling matters of several hundred thousand dollars he desired the balance to come absolutely correct, and a difference of one or two cents was not sufficient. It was not the value of the money, for he gave liberally to the causes in which he was interested, without its being hardly known, but it was the

principle of having the matter right, whether the difference was in his favor or against him.

For many years Mr. Foote lived in Belvidere, on the north bank of the Kishwaukee River, where he erected a beautiful home, which is still occupied by his widow, Mrs. Helen Garvin Foote. He was buried in the Belvidere cemetery.

He left three daughters, Mary Helen Foote Purinton, wife of Rev. Harry E. Purinton, of Denver, Colorado; Maria Garvin Foote Engstrom, wife of Alfred A. Engstrom of Rockford, Illinois; and Florence Annette Foote Engstrom, wife of Ebenezer Engstrom of Rockford, Illinois.

Mr. Foote, during his long life, occupied many of those positions which mark the respect and confidence held for the men who are able and willing to stand for the things that go for the betterment of the community. He was at his death an elder of the Presbyterian Church, vice-president of the People's Bank of Belvidere, and president of the board of trustees of Ida Public Library.

Mr. Foote's memory will always be held in love and esteem by those who knew him, and in his death this society has lost a true lover of American history and genealogy.

WILLIAM C. GAYNOR—1854-1917.

Rev. William C. Gaynor, assistant pastor of the Church of the Nativity, Biloxi, Miss., died at the Hotel Dieu, New Orleans, Saturday, July 30, 1917.

Father Gaynor had not been in the best of health for some time, but there was nothing to indicate when he was in Biloxi a few weeks ago that his illness would be fatal.

Father Gaynor, prior to his departure from his home in Biloxi for New Orleans, had planned to go to the Maine woods, to spend six weeks on his vacation, a trip that he had been accustomed to take annually for several years. He said at the time that he would spend about two days in New Orleans and would then go by boat to the East, later making his way into the wilds of Maine, where he thought that he would be enabled to greatly recuperate.

Father Gaynor was loved by all who knew him and he had hundreds of warm friends, not only among members of his own church, but among hundreds of others. He was a man of splendid intellectual attainments, and was of a beautiful and spiritual character. His many good traits were an inspiration to every one. He had labored long and unceasingly in the cause of religion and his work was far-reaching. It will be difficult to fill the place of a man who has done so much for humanity, and, at the same time, he will long be remembered by the people of Biloxi who were inspired by his splendid life.

He was assistant pastor of the Church of the Nativity for about three years.

Father Gaynor was a native of New York state, and was 63 years old at the time of his death. He was a scholar of considerable reputation. He made numerous con-

tributions of short stories to popular magazines, and contributed frequent scientific articles to an ethnological magazine published in twelve languages. He was particularly a student of and writer on Canadian folk lore. He had received the degree of Master of Arts from Harvard.

More than three years ago Father Gaynor took charge of St. Patrick's parish in New Orleans, during the absence of the pastor of this parish, the Rev. Father Carra, who was in Europe at the time, and later was sent to Biloxi.

When Father Gaynor was making preparations for a trip to New York, he was advised by his physician to consult a specialist in New Orleans. The New Orleans doctors advised an immediate operation. This was performed and was pronounced a success. A few days later, however, it was decided that another operation was necessary, and the operation was performed Saturday morning July 30, 1917. Saturday afternoon Father Gaynor died.

After his death at the Hotel Dieu at New Orleans, representatives of the New Orleans Knights of Columbus guarded the bier, as did a host of personal friends.

The funeral services over the body of Father Gaynor were held at St. Patrick's church in New Orleans.

The funeral sermon was preached by Bishop Gunn of Natchez and the mass was celebrated by Father Alphonse Ketels, pastor of the Church of the Nativity at Biloxi.

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*Illinois Historical Collections, Vol. II. Virginia Series, Vol. I. Edited by Clarence W. Alvord. CLVI and 663 pp. 8vo. Springfield, 1907.

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DE LINCTOT, GUARDIAN OF THE FRONTIER.

By GEORGE A. BRENNAN, HISTORIAN OF THE ILLINOIS SOCIETY,
SONS OF THE AMERICAN REVOLUTION.

The honor of conquering the Northwest belongs to General George Rogers Clark. In this he was assisted greatly by his associates, chief of whom were Father Pierre Gibault, Colonel Francis Vigo and Major Godfrey de Linctot. Gibault was the scholarly, self-denying spiritual adviser; Vigo, the earnest, generous fur-trader, and Linctot, the energetic soldier and Commissioner of Indians. All of these were earnest, energetic patriots, who did all in their power to bind the people of the Northwest to the American cause. Gibault prepared the minds of the people to accept Clark and the American rule, Vigo aided greatly by personal work and influence and by loaning his entire fortune to the government; and Linctot, by his military skill and unceasing vigilance against the British and Indians, combined with his wonderful influence over the Indians, acted as the Guardian of the Frontier.

DANIEL MAURICE GODFREY DE LINCTOT was born in America, probably at Detroit, though he is sometimes spoken of as a Cahokian Frenchman, and also called a Detroit Frenchman. He was evidently born about the year 1730.¹

He was the son (or grandson) of Rene Godfrey de Linctot, who had been an officer in the French Army in Canada, and commandant of La Pointe, and had also been stationed at Detroit and other posts. A reference is also given stating that Ensign Linctot had been stationed at Madeline Island and that he was succeeded by Sieur de Mys de la Roule in 1727, and another that M. de Linctot, unable to reach Lake Pepin in the autumn of 1731, built a fort at Mount Trempeleau near the present town of that name. He died at Montreal in 1748.²

The first record of Godfrey de Linctot that is at present obtainable, is the notice by a courier to Montcalm at Quebec on June 29, 1759, stating that Linctot was on his way to help him with 600 or 700 Indians. It is possible that he was even at that time stationed at Fort Miami, for when Col. Butler in 1763 took possession of Fort Miami in the name of Great Britain, Godfrey de Linctot was then in command. There has been some question as to whether he was Lt. G. de Linctot or Ensign G. de Linctot, as there were apparently two officers of that name, but Colonel de la Balme states that Godfrey de Linctot was originally an ensign in the French Army in Canada. After the conclusion of the French-Indian War, de Linctot and his brother later went to France to live. After a few years residence there, they returned to Canada and were given permits to settle in Cahokia as fur-traders.³

They prospered at this business, and became well known all over the West. Godfrey especially was known and respected by both the whites and Indians alike for his fair dealing, knowledge of his business, and great ability. His descent from Rene de Linctot, one of the officers of the old French regime, his own military services and acknowledged skill, combined with a fine education and polished manners, endeared him to the French people, while his friendship with many Indian tribes and knowledge of their languages gave him a prestige apparently equaled by but one other man in the West, Father Gibault. The British feared Linctot very much for his military ability, upright character, and great influence with both French and Indians, and endeavored to enlist him in their service, but this he steadfastly declined to do.

When Clark became ready to present his plans for the conquest of the Illinois Country to Governor Patrick Henry, he was not embarking on an entirely new venture. He had come to Kentucky on a land speculation in 1775, and returned to Virginia in the fall. The next spring, in 1776, he returned to Kentucky, and he and Gabriel Jones were elected delegates to the Virginia legislature. He took active part in getting help for the defense of Kentucky and in 1777 sent Benjamin Linn

and Samuel Moore to the Illinois Country to ascertain its conditions, and defense, the feeling of the inhabitants toward the Americans, and undoubtedly to secretly communicate with Thomas Bentley, the fur-trader, recently established at Kaskaskia, who was one of the trickiest schemers in the history of the West, and who undoubtedly did give Clark aid and advice, which he later discounted by notifying the British commander of his loyalty to Great Britain, and told them of a plan to retake the Illinois Country.⁴ With the details of his plan worked out, Col. Clark obtained troops from Virginia, with which he carried out that wonderful series of victories amid direful privations that have made him famous as a brave, skillful and sagacious general, the "Hannibal of the West." The record of his voyage down the Ohio, his march through a narrow trail in the woods from Fort Massac to Kaskaskia, its capture, Father Gibault's march through Hunter's Path from Kaskaskia to Vioncennes, with its surrender to the Americans, the recapture by Hamilton, with the awful march and recapture by Clark and his devoted band, will be an inspiration to the lovers of liberty while time endures.

Godfrey de Linctot was living in Cahokia at the time of the capture of Kaskaskia by Clark, July 4, 1778, and when Clark marched through on July 6, accompanied by a number of the leading citizens of Kaskaskia, he was cordially received by the inhabitants, who swore allegiance to the United States. Godfrey de Linctot was one of the leaders in this, and was elected Captain of the militia of Cahokia, raised to support Col. Clark. Captain Linctot rendered such good service to the American cause that he was appointed by Clark as Indian Agent of the Illinois from the Illinois River to the Mississippi River. In this he was confirmed by the State of Virginia, which also appointed him Major.

After the capture of Vincennes on February 25, 1779, Clark returned to Kaskaskia via the Wabash and Mississippi Rivers. He had sent Major de Linctot to the Pay, or LaPee, a small fort at Peoria, to thoroughly investigate the country, to then make a trip to Wea, and return to the Opost, or Vin-

cennes, and to enlist as many French and Indians as possible to assist Clark in an attack on Fort St. Joseph and Detroit.⁴ Linctot had very great success; many Indians, among them the Piankeshaws, Kickapoos, Ouatensons (Weas) Kaskaskias, Peorias, and also some Sauks and Foxes joined him. The Miamis and Pottawattomies were wavering, and possibly would have joined the Americans, as they respected Linctot very much, but two reasons kept them from joining the American cause; one was the feeling of anger at the defeat and destruction of the Shawnee Indians by the Kentucky troops, under Col. John Bowman. The second was that the British were very much alarmed at the success of Major de Linctot in getting the support and active assistance of the Indian tribes, and fearing his influence and military ability, made most strenuous efforts to gain over the Miamis and Pottawattomies by giving them extravagant presents. When Gen. Haldimand reproved Major de Peyster strongly for such extravagance, de Peyster wrote him that it was these presents, and *these alone* that kept the Indians loyal, enabling them to defeat le Balme, and prevent Clark and Linctot from capturing Detroit.

News had reached the British that Linctot was up at the Pee with 400 cavalry and intended to make a dash at Fort Joseph. When he marched over toward Wea with his horsemen the English were sure he was going to Fort Joseph while Clark was on his way to attack Detroit. He had been on a scouting tour and as ambassador to the Indian tribes for Col. Clark, and had most faithfully carried out his mission, as is indicated by the letters of Col. Clark and Major Bowman, Clark stating that he had dispatched Linctot up the Illinois River with a party of volunteers,⁵ and also that he had appointed Col. Montgomery commander of the Illinois territory, Major Bowman, head of the Recruiting Department for Illinois, and Major Linctot and Capt. Helm as Superintendents of Indian Business, Linctot having charge of the Illinois department, between Illinois and Mississippi Rivers, while Helm had charge of the Wabash department, reaching from the Illinois River to the country around the Wabash.

Bowman in his letter to Clark of May 25, 1777, says that the volunteers at Cahokia were brave men, and elected Langto (Linctot) as their Captain, and that Captain Langto was desirous of adding this extra work as military leader to his other business (as Indian Agent). He, Bowman, accordingly recommends that Linctot be allowed to take his trip as he had planned it.⁷

This expedition of Linctot was a most important and toilsome one. He went to Fort Le Pee at Peoria, then through the woods and swamps across country to Ouiatenon, a journey of several hundred miles. This trip caused the British much uneasiness, as great plans had been made by the British government to conquer the western country in 1779. Hamilton had sent his soldiers and agents among the Indians to have a grand meeting of all the Indian tribes favoring the British, to be held that spring at the mouth of the Tennessee River. He had planned to sweep up the Ohio with about 1,000 British and Indians, equipped with cannon and military stores, and capture the American posts, including Fort Pitt. Another expedition was to capture the American forces and posts on the Mississippi; another to capture everything along the Illinois at Peoria, especially Fort Le Pee.⁸

Clark's success had completely ruined this plan, and Linctot's military skill and great influence with both French and Indians made the British so nervous that they took instant measures to destroy his influence. Linctot had been made Indian Commissioner of the Illinois, with power to appoint a deputy commissioner at Prairie du Chien, Wis. Rumors were prevalent among the British and Indians that he had persuaded the Pottawattomies at Milwaukee to uphold the American cause and that the American sympathizers were building forts at Chicago and Milwaukee. De Peyster in his letter to Gen. Haldimand says that if Detroit should fall so must Michilmackinac and the other posts.⁹

De Peyster writes to Haldimand from Mackinaw on May 13, 1779, that Capt. Langlade had returned.¹⁰ He had received orders from Lieutenant-Governor Hamilton to meet him at

Port Vincent via the Illinois River, had set out in the spring with some Indians, and had reached Milwaukee when they received word that Hamilton was captured at Vincennes. The Indians then refused to go any further. Langlade said that "a Canadian named Benclo—(Linctot?)—at the head of 20 horsemen was traveling through the Town and Sauk's country to purchase horses for Mr. Clark and telling the Indians they will be at Le Baye—Green Bay—soon with 300 men," but Langlade thinks they are going to Detroit. The Indians were so much divided, as many of them liked Linctot, that they could not capture Benclo—Linctot—and his party. A man who came from the Illinois says that "the Virginians there did not exceed 60 men and that they were mostly in bad health the last fall with 'Maladie du Pays' (homesickness) but were talking of great re-enforcements that were to come."

In the meantime Major Linctot had been working to make his expedition a success. He had enlisted the services of many of the Indian tribes, and had traveled over a great part of the country, from St. Louis to Fort Pitt. As hard money was very scarce with Col. Clark, and the French traders and people would not take Continental money, if they could possibly avoid it, peltries were used as the basis of trade, as they had a fixed value.

Linctot, who was one of the wealthiest fur-traders in the West, advanced peltries to Clark's Quartermaster. Capt. Wm. Shannon, and received the following certificate:

3836 dollars 2/5

June 5, 1779.

On sight of this my exchange pleas pay Capt. Langtot or order the sum of 3836 dollars and 2/5, it being for the peltrys received in your name and delivered to Mr. Bouklyn my arrival at Fort Clark this 5 day of June, 1779.¹¹

WILLIAM SHANNON.

To GEO. A. CLARK.

Enclosed (Rec'd the amount of the within bill of Gen. Clark by the hands of Mr. Tazewell in Officer's Certificates by power of attorney of Godfrey Linctot.)

CH. GRATIOT.

Richmond,
Dec. 22, 1783. 3836 dollars.

Col. Le Gras, Major Linctot, Chas. Gratiot, etc., had gone to Virginia in 1780 to seek payment for their peltries, but nothing was done. Le Gras later returned to Vincennes, but Gratiot remained there for three years, with power of attorney, and then did not get *cash*. This note was not settled until 1792.¹²

Another note, also dated June 5, 1779, is as follows:

June 5, 1779.

On sight please pay Mons. Capt. Langtot or order the sum of seven thousand 7698 livres in cash for Peltrys furnished the State of Virginia for the use of purchasing provisions for said state.¹³

Accepted

WM. SHANNON.

G. A. CLARK.

Gen. Thomas Jefferson, when these bills were presented to him in 1780, together with those from the other traders, asked Col. Clark to find out how much they were actually worth in *cash*, as hard money was so scarce.

By furnishing peltries, with the help of Vigo, Le Gras, Gratiot and other friends, Linctot was able to equip his troops, but after that was done, he found himself unable to obtain the needed supplies. He writes to Clark as follows:¹⁴

June 16, 1779,

САНОКІА.

SIR:

I have the honor of writing this letter in order to inform you of my embarrassment. Major Bowman before leaving gave orders to Mr. La Croix to furnish me with all that I might need. This he has not done; and I have been left in great embarrassment on account of the arrival of many tribes from all quarters and I have not a grain of corn for their reception. The news those savages bring is to our advantage. Their plan tends only to peace and to obtain the advantage which I have accorded them in your name. This appears to flatter them

very much. Many savages from Detroit report that the English are 80 strong. I hope you will give orders concerning what I need to receive these tribes and to buy guns, since there are volunteers with them who ask me for same. Send me merchandize and I shall be able to get guns.

I beg, Sir, to believe me with great respect,

Your humble and respected servant,

LINCTOT.

De Peyster had sent Lieut. Gautier from Michilmackinac on June 20, 1779, with a band of Indians to capture Fort Le Pee but he was stopped at Rock River by the Sauks and Foxes, who were friendly to the Americans at that time. De Peyster wrote to Gen. Haldimand, June 29, 1779, stating he had sent Gautier to burn Le Pee. Haldimand in his letter of reply, July 13, states that he approves of Gautier's burning Le Pee, and this letter has been often quoted as proving that such was done. But, it evidently signifies that he was in favor of it, for Linctot was at Le Pee in 1780. Judge McCullough, in his *History of Peoria*, states that this reference of Haldimand's is the only reference to the burning of Le Pee in 1779, that he is able to find. He thinks that the old fort was burned in 1773.

On July 4, 1779, De Peyster held a great pow-wow of the Indian tribes favorable to the British cause at L'Arbor Crouche, Wis. He made an urgent appeal to them, ridiculing the Americans, especially Linctot, who, he said had altogether too much to say among the Indian tribes, and urged them to do all in their power to help the British re-conquer the Northwest. He later put his address into rhyme, which is a queer piece of doggerel, but of value historically and also from an ethnographic standpoint.¹⁵ He explains the allusions to various persons and places:

"Observe the wretched Kickapoose;

What have they gained by Linctot's news?

(Linctot)—A runagate Frenchman who used to communicate every favorable event attending the enemy (Americans).¹⁶

Await the Kitchimotomans—(Big Knives).
 Or show yourselves more brave and wise.
 Ere they are joined by such allies;
 Clark, soon repulsed, will ne'er return
 While your war fire thus clear doth burn.

“Observe the wretched Kickapoose,
 What have they gained by Linctot's news?
 The Attogams (Foxes) Pioreas and Sacks,
 Have scarce a blanket to their backs.

“To Detroit Linctot bends his way,
 I therefore turn you from the Pay; (Fort Le Pee)
 To intercept the Chevalier,¹⁷
 (A nickname for Linctot.)

At Fort St. Joseph's and O Post
 While I send round Lake Michigan
 To raise the warriors to a man!
 Who on their way to get to you
 Shall take a peep at Eschicagou.”
 (A river and fort at head of Lake Michigan.)¹⁸

Owing to the activities of Major Linctot, De Peyster called off the threatened expedition to Fort Le Pee to capture Linctot, and sent Lt. Bennett with a force to intercept him on the way to Detroit, but owing to the great opposition of the Indians, Bennett was forced to turn back. By August Linctot had about 6,000 Indians gathered at Ouiat, and if they could have been properly equipped by the government, and the volunteers from Kentucky, under Col. John Bowman had arrived in the Illinois country to help Clark, there is no doubt that Clark could have marched through to Detroit, and that Fort St. Joseph and Mackinaw would also have fallen into his hands. But the expected re-enforcements did not arrive, and the Indians being poorly cared for, without receiving any presents of clothing or ammunition, gradually left. Linctot sent to Vincennes for

re-enforcements and Major Bosseron and Captain Shelby with a detachment, reached him August 24, 1779.¹⁹

Lt. Thomas Quirk, who was evidently in charge of Post Vincent at this time, writes to Col. Clark on date of August 22, 1779, that Captain Linctot sent him a letter, stating that the expedition against Detroit was postponed, and he sent Major Bosseron and Captain Shelby to help him, and also sent the following orders to Linctot: "If you and they, Bosseron and Shelby, think it advisable to attack the English posts you mention, lose no time. Use all stores you may capture, excepting military stores. But your knowledge of the country and experience in a military life along with your prudence will teach you much better how to direct an expedition against any of the posts in the country where you are going than I or any other person whatsoever possibly could, being strangers both to the situation and circumstances of the country.

"Sir, I conclude with wishing you a Happy Issue of your Undertaking.

"Believe me, etc.,

THOS. QUICK."

Letter from Capt. Jas. Shelby to Clark.

OUÏE, Sept. 8, 1779.

DEAR COL.:

With pleasure I embrace this opportunity to inform you, etc. After your departure from Post Vinsten Rec'd Capt. Lantos (Linctot) Letters wherein he Rote Presingly for a relief of Provisions and Ammunitions; by the advice of Capt. Helms, Col. Le Gras and Major Burson it was thought advisable to send all the relief of men and other necessities as he informs me that a quantity of Indians were flocking in every day to treat.

Major Burson and some more military joined me with 30 of our men at this place where large quantity of Indians from all quarters are gathered. Capt. Linctot has settled them with his good talks, I believe better than any other person could, considering our poverty. I hope you look upon the Capt. as a

particular friend and Settle his Acc't to his satisfaction, as your sensible this journey has been Extravagently Expensive to him. I refer you to Capt. Lanctoe for the Nuse, as he can inform you better than I can by Righting.

I Am, Sir, etc.,

JAMES SHELBY.

The three officers, Majors Linctot and Bosseron and Captain Shelby undoubtedly held a council of war, and in view of the changing feelings of the Indians, the departure of many of them, and the hostility shown them by the Miamis (the Twightwees) who were in British pay, decided in the fall to abandon the expedition to capture Detroit and the neighboring posts. In the meantime, rumors had reached the British that Linctot and his cavalry were already marching on Fort St. Joseph, and the British hastily left it; Little Fort—Petite Fort—that commanded the fur trade in the Calumet region in Indiana, near Tremont, was also abandoned by the British and taken possession of by the American sympathizers.

On the 18th of July, 1779, Mr. Lorraine writes to Capt. Lernoult from Miami Town that Clark is certainly coming there. Mr. Linctot is going all over the country getting men, horses and provisions. Will positively be there in August, with 400 Bostonians, seven heavy cannon, four mortars, etc.

The enemy against whom Major de Linctot was often pitted was Captain Charles Langlade. These two men had more influence with the Indians than any other people in the West. Langlade was also a remarkable man. His father was the son of Sieur de Moras, a famous French officer located in Canada, but the son changed his name to Langlade, and became a Wisconsin fur-trader. He married the sister of Nissowaquet, the head chief of the Ottawas, and moved to Mackinaw.

Charles was born there in 1729. His uncle, Nissowaquet, had a dream in which the boy acted as a mascot and led the Ottawas against the Weas, badly defeating the latter, though the Weas had already whipped the Ottawas twice. Impressed by this dream, the chief took the little boy along and sure enough, the Weas were badly defeated.

From that time Langlade became the mascot of the Ottawas, and was supposed by many of the northern Indians to be Manitou's messenger. This influence he retained to his death. His father settled at Green Bay about 1745 and they were the first permanent settlers of Wisconsin.

In June, 1752, Langlade led a force of Ottawa and Chippewa Indians from Mackinaw through Michigan to Miami Town or Kekionga, Ind., the "Glorious Gate" as Pontiac called it, because it was the gateway to the West, and captured the town. Both the British and the French were trying to settle the country north of the Ohio and the British had succeeded in gaining the confidence and support of the head chief of the Miamis, whose town, located on the portage between the Maumee and Wabash Rivers, had great strategic value.

The chief was called "Old Britain" by the British; "La Demoiselle" by the French. The village was called Picktown, or Pickawillany by the English. Langlade had 250 Indians and defeated the Miamis badly, as most of the tribe were away on their annual hunt. The chief was slain, eight English traders captured, and the town burned. The Indians of Langlade's party took the body of the dead chief, boiled it, and ate it. Bancroft, the great historian, says that "at Pickawilling began the contest that was to scatter death broadcast throughout the world."²² English prestige received a terrific blow, while the French were correspondingly elated. Langlade's services were not appreciated by his superiors. The governor of Canada said, "As he is not in the King's service, and has married a squaw, I will ask for him a pension of 200 francs." This was certainly a very poor reward for "singeing the beard of the British King" so fiercely. Langlade, who had received a good education, married a French lady in 1754, and was then received as a person of some importance.

He had charge of a band of Wisconsin Indians, among whom was Pontiac, at Braddock's defeat in 1755, and it was his plan that caused it. As Washington put it, Braddock's army when getting ready to march into the wilderness was the most beautiful sight he ever witnessed. It had the same effect on the

French. They were ready to evacuate Fort Duquesne, but thought they would watch Braddock's army. Langlade watched it awhile, and then said he could cut them to pieces while passing through a certain ravine. He was referred to Captain Beaujeu, of the regular army, who approved this plan, and acted upon it. This was the signal to cut the British forces to pieces, which soon happened. Braddock was mortally wounded and Washington assumed command and gradually retreated to Great Meadows. Capt. Langlade destroyed all the liquor in Braddock's camp to prevent the Indians from becoming uncontrollable.²³

At the end of the French-Indian War, Langlade swore allegiance to the British government and was of great service to them through his control of the Wisconsin Indians especially. He seems to have been opposed to Linctot very often. Linctot represented the French aristocracy—brave, energetic, chivalrous; Langlade represented the French aristocracy mixed with the blood of the Indian—brave, energetic, savage. Both of them, rivals for leadership among the Indians; both of them very able men. When Clark captured the Illinois Country, they were pitted against each other by De Peyster, who sent Langlade out to capture Linctot. We read of Langlade's being turned back at Milwaukee. In 1780, Langlade joined the great British plan to conquer the Illinois Country, by going from Chicago, where they had a small fort, as stated by De Peyster, crossing the portage and going down the Illinois and Desplaines Rivers. When the British were defeated, Langlade retreated up the Illinois in two vessels and in canoes, thus preventing an attack on them by 200 Illinois Cavalry led by Linctot, which arrived at Chicago five days after Langlade's departure from there to Wisconsin.²⁴ This defeat of the British may have given the people of Cahokia sufficient confidence to warrant their starting out to capture Fort St. Joseph in the autumn of the same year.

The cannibalism of Langlade's Indians, while revolting to us, was nothing unusual. Cannibalism was quite common among the Indians. It is generally believed that the Indians

ate the heart or other organ of some unusually valiant warrior to acquire the bravery or wisdom of the deceased. While this practice was a custom, it was also common, from the earliest times until about the Revolutionary War, for the Indians to practice cannibalism. The early priests and explorers in the Sixteenth, Seventeenth and Eighteenth Centuries saw it frequently and preached and fought against it, until it finally disappeared after the Revolutionary War. It became at last a religious ceremony in some tribes, exercised by a certain family, until finally it lapsed into "innocuous desuetude."²⁵

De Peyster, who when he could not induce Linctot to serve under the British flag, tried to have him captured or killed, was a brave and able New York Tory. In contradistinction to Gen. Hamilton, he did not believe in paying for scalps. He preferred to pay for *prisoners*, and was an energetic, prudent officer.²⁶ Hamilton was called "the Hair-buyer," as he did pay for scalps, as was the custom at that time with many. The writer's great-grandfather, Col. Sebastian Bauman, the "Father of American Artillery" was stationed at West Point during the Revolution as Commander of Artillery, and often as Commander of the Fort, and about the time of Arnold's treason a reward was offered for Col. Bauman's death, a bigger one for his scalp, and a still bigger one for his *head*. He was such an expert artillerist and military officer in general that the enemy thought it imperative that he be removed. He had a large sabre cut across his face, received in battle, which served to identify him, and this would be positive proof that Col. Bauman was *removed*, and way made for the capture of West Point. This sounds like an extract from Quentin Durward, by Scott, but it is a true American story.

Nobody ever received such reward, as the Colonel lived to be Colonel of New York Artillery from 1785 and Postmaster of New York City from 1786 until his death in 1803, but he was almost assassinated while in his tent at West Point. The officers present were taking a lunch one evening, the candles reflecting their shadows upon the walls of the tent, when suddenly a shot went off and a bullet plowed through Col. Bauman's hat, **grazing**

his skull and taking some hair with it. While some of the officers rushed out to capture the spy, Major Shaw rushed over to see if Col. Bauman was hurt. The latter said he was not hurt, took off his hat, looked at the hole, said, "That fellow will have to shoot a little lower next time," and calmly went on eating his lunch as if nothing had happened. This story was told our family by Major Shaw, who was engaged to be married to the Colonel's oldest daughter, Maria Bauman, the Belle of West Point.

Col. Bauman was the writer of the artillery orders found in Major Andre's boots, and the writer has in the Chicago Historical Society Library a collection of fifty military documents and relics, ranging from a very rare and beautiful Indian War Club presented in 1763 to Col. Bauman by a chief of the Six Nations, to an old Post Office Order on Washington in 1800, the year it was founded, and includes a piece of Continental money for \$65.00, Spanish Milled Dollars, part of the money given Col. Bauman for \$20,000 loaned to the United States Government at Valley Forge, to take care of his artillery, and which has been in the writer's family ever since.

The Americans did not do so very much during the fall and winter of 1779-1780. Linctot, LaGras, Vigo and other fur traders went to Williamsburg to see about their bills for supplies, and also to see about organizing the Indian tribes for a better union with the American cause. Linctot had thirty Indian chiefs with him, and his interviews with Gov. Thos. Jefferson seemed to be pleasing to Jefferson, who always spoke very kindly of him, and when he wrote to Gen. Clark to keep Indian delegations away from him, said the only ones with any manners were Linctot's Indians.²⁷

When 1780 opened, the British were prepared to attack the Illinois Country and try to recover it. A general invasion was prepared. One party, under Captain Hesse was to go down the Mississippi from Wisconsin to capture St. Louis and the French and American towns along the Mississippi. Another, under Captain Langlade, was to concentrate at Chicago and go down the Illinois, capturing Fort Le Pay and every place at

all hostile. Another expedition was to capture Vincennes and Ouiat and take charge of the country from the Wabash to the Illinois, while another, under Capt. Bird, was to capture the forts on the Ohio.²⁸

Gen. Clark, Major Linctot and the other officers were kept very busy organizing troops to resist these expeditions. Captain Hesse captured the lead mines and attacked St. Louis, or Pancore,²⁹ which was a small place then, smaller than Cahokia, but was defeated. He retreated across the Mississippi with his Indians, namely Sioux, Sauks and Foxes, and attacked Cahokia, but Gen. Clark, by a forced march, had reached Cahokia the night before, and the British were badly defeated. On their return to the North along the Illinois River, they burned Peoria and possibly Fort Le Pay. Col. Montgomery was sent up to the Rock River region and after a rather inglorious campaign burned the Indian villages.³⁰

Major Linctot was busy scouting and fighting the enemy. He was reported by the British early in the season around La Pee, before it was burned. He then took charge of an expedition to the Mississippi, of which Louis Seguin speaks when he applied for a pension in 1834. He says he was one of Clark's spies who went to Vincennes in 1779 to tell them help was coming, and that a year after he was one of 60 men, who were under the command of a Major Langto—Linctot—who had charge of the military expedition from Post Vincennes to Fort Clark at the Iron Banks on the Mississippi River. The British expedition from the South did not materialize, and Langlade and his Indians were not able to get down to the French settlements. The British soldiers and Indians were not able to get down to Vincennes so that their great invasion was a complete failure, and the Indians in Southern Illinois and Indiana were better disposed toward America.³¹

Linctot had distinguished himself by his energy and devotion to duty. One who knew his military ability gave him the following great compliment. Colonel de La Balme, formerly Inspector-General of Cavalry under Washington, resigned and came to Illinois in 1780. He says of Linctot, whom he met in

Virginia: "A French officer born in Canada, Mr. Godfrey de Linctot, wandering for many years, because he refused to serve under the British flag, with 30 Indians (chiefs) devoted to him, left this post on the 7th of last May, in order to go overland to the Nations to ward off the blows which were threatening the frontiers of the United States; the collars he gave and the words of peace were received by the Loups, the Shawnees, the Hurons, etc. While I will go down the Ohio to Illinois, M. de Linctot will go overland, and visit the nations. This officer is worthy of greatest praise. His zeal in the cause has led him to give to the Indians his horses, his goods and his clothing, in order to gain their attachment to the American cause. One would think that France is weighing him down with bounties, when actually it ignores the nobility of these actions altogether."⁸²

This is a tribute paid to Major de Linctot, by a gentleman who was a very able officer, the Inspector-General of Cavalry under Washington and who possibly from a feeling of lack of appreciation on the part of his superior officers, resigned his position in the American Army, though he really was esteemed by his fellow officers, and later came to Illinois, hoping as he said in his letter to Luzerne, the French Minister, to help the American cause.

When La Balme arrived in Illinois, in 1780, he took an active part in stirring up the French colonists and the Indians. But, instead of preaching loyalty to the Americans, he took the part of the French against the Virginians rather strongly. The French really had a right to feel abused, as a number of these officers were very oppressive indeed; in fact, some of them were much like the "carpet baggers" of more modern days, found in all lands, who were looking for their own private gains without regard to the good of the community, and whose entire property, when they moved in was said to be carried in a carpet bag. That is the reason so many of the French moved to St. Louis, etc., to be in Spanish territory.

Some of his addresses, found in the Kaskaskia Records, Ill. Hist. Coll. Vol. V, show that his loyalty to the Ameri-

can cause was a little camouflaged, to say the least. When the British forces were driven from Illinois and Southern Indiana, in 1780, de la Balme thought that they were so cowed that it would be possible to assemble a force of French and Indians and capture Detroit. He accordingly, on September 17, 1780, wrote an address to the French people on the banks of the Mississippi stating that he would like to lead an expedition of French and Indians against Detroit. He hoped the French people would equip this expedition which would gain the support of Congress and the especial support of the King of France, but his efforts received little support.³³ He assembled a small party of French and Indians and started from Cahokia and Kaskaskia to Fort Ouia, then at the end of October, 1780, with 103 people, mainly Indians, marched up the Wabash River toward Fort Miami, called Kekionga by the Miamis and Miami Town by the English, and which was situated on the portage between the Maumee and Wabash Rivers. La Balme reached it in four days and captured the town, as the Miami Indians, under their celebrated leader, Little Turtle, had gone south on their annual hunt. Not content with their victory, La Balme plundered the trading post also, belonging to a Frenchman, Beaubien, who was a strong British partisan. He waited 12 days for an expected re-enforcement of 400 French and Indians, but they did not come, as the French had little interest in this expedition, so La Balme withdrew about 16 miles below the town, as the Indians were beginning to return. That night he was surprised by the Miami Indians, led by their chief, Little Turtle, and the French fur traders. La Balme was killed and his force defeated. This battle was fought about November 17, 1780. La Balme's commission and other papers were sent to Gen. Haldimand.

This engagement, but little more than a skirmish, was of far-reaching significance. If La Balme had pushed forward instead of waiting for the re-enforcements that never came, and especially if he had not plundered the trading houses of Beaubien, he might have captured Detroit. Had that been the case, there is a very strong probability that La

Balme would have held it for France instead of the United States, as he carried the French flag. As it was, the English killed La Balme, and defeated his expedition. This increased their prestige among the Indians very much, and correspondingly diminished that of the Americans. This small engagement had therefore far-reaching consequences. Major De Linctot at this time was at Fort Pitt, Williamsburg, etc., looking after the strengthening of the great Indian Alliance of the country.³⁴ He would undoubtedly have checked this ill-advised movement, which was not supported by the French residents.

A short time after La Balme left Cahokia and Kaskaskia, a small party of people left Cahokia to capture Fort St. Joseph in revenge for the burning of part of Cahokia by the British, who, as they went past Peoria where Le Pee was situated, which may also have been burned as they passed through that town in 1780. The belief that this party was part of La Balme's force, does not seem justified. They had pack-horses and it was their intention undoubtedly to loot Fort St. Joseph, which was full of choice furs. They reached the fort and found the place deserted by the warriors, as the Indians were off on their hunt. They looted the place, burned the fort and set out on their homeward journey, via the Chicago Portage, taking the trail that led from Fort St. Joe at Niles to the Riviere du Chemin—Trail Creek—at Michigan City. Word was sent to Monsieur Champion, the head trader of that district, of this assault, and he hastily collected a force of Pottawattomies and rushed after the Americans. He overtook them at Trail Creek, and attacked them on December 5, 1780. They had hoped to reach Petite Fort—Little Fort—situated near the mouth of Fort Creek at Tremont, about 11 miles west of Michigan City, and about one-half mile southwest of Mt. Tom. [The writer has located this site on a high bluff about a half mile from Lake Michigan, as fixed on the map of the Chicago region made by Gen. Hull, 1805-1812.] As a result of the fight, the Americans were badly defeated, the leader, Capt. Hamelin, a half breed, and several others being killed, a number wounded or captured, while a few escaped in the thick woods. After it was all over

and Champion had won the fight, the honor was usurped by Lieut. du Quindre, the military commander of that district, who notified Major de Peyster, of Detroit, that *he* had defeated the Americans at Petite Fort. Lt. Gov. P. Sinclair, of Michilmackinac denied this very vigorously and said that Champion had that honor, and that De Quindre was not "on the job." Champion said he defeated Hamelin at Trail Creek.³⁴

This must have been in the vicinity of the Council Grounds of the Pottawattomies, near the famous Marquette Spring. This spring, according to the Pottawattomie Indians, was blessed by Marquette on his last voyage in 1675, on his way home to St. Ignace to die. Their tradition is that he came from the Illinois Country via the Chicago Portage and Lake Michigan and stopped along the shore at every little river to rest and to hold religious exercises. This he did at night also, and on occasions when the lake was stormy. He must have gone up Fort Creek around the dune at Waverly Beach, where the low hollow, probably filled with water, and surrounded by high hills, made a most sheltered harbor. On the top of the south range of hills, along which coursed Fort Creek, and overlooking this low land, Petite Fort—Little Fort—was located about a century later. Here undoubtedly Marquette held a religious meeting, which must have had a number of spectators, as this place in the heart of the Dunes was a favorite place with the Indians, and a short distance west of it was located an old Indian cemetery that was still used by them as late as 1840. Gov. Hull of Detroit had a map made in 1805-1812 which shows the Chicago and Calumet regions and Little Fort is located at the spot above mentioned, but a half mile east of the place in which the great Dune Pageant of 1917 was held. This whole region was perfectly familiar to Major Linctot, who, in his busy, energetic and roving life as a head fur trader and military officer had traveled through the whole Northwest and had been the guest of nearly all of the Indian tribes, and was especially familiar with the Chicago and Calumet region.

After Marquette had left this beautiful spot, he journeyed on his way eastward and rested at the Riviere du Chemin—

Trail Creek. He held religious services here also, which were attended by many Indians.

Thus the very spot where Marquette preached was profaned by the shots of guns fired by men in angry combat, mingled with the groans of the wounded, as the Americans were defeated by Mr. Champion in this beautiful part of the Dunes.³⁵

The following correspondence will show that Champion won this skirmish at Trail Creek and that Lieut. Du Quindre was a camoufleur, a camouflage hero, like many others, and was so recognized by the Commander-in-Chief:

Major Arent De Peyster to Brig. Gen. H. Watson Powell.

DETROIT, Jan. 1, 1781.

SIR:

Since the affair at the Miamis,³⁶ something similar happened at St. Joseph. A detachment from the Cahokias consisting of sixteen men only, commanded by a half Indian named Jean Baptiste Hammalain, timed it so as to arrive at St. Joseph's with pack horses when the Indians were out on their first Hunt, an old chief and his family excepted.

They took the traders prisoners and carried off all the goods consisting of at least Fifty Bales, and took the route of Chicago. Lieut. Dagreux DuQuindre, who I had stationed near St. Josephs, upon being informed of it, immediately assembled the Indians and pursued them as far as the petite Fort, a day's journey beyond the Riviere Du Chemin where on the 5 December (1780), he summoned them to surrender in their refusing to do it, he ordered the Indians to attack them. Without a loss of a man on his side, he killed four, wounded two, and took seven prisoners; the other three escaped in the thick woods. Three of the Prisoners were brought in here amongst whom is a Brady, a Superintendent of Indian affairs; the rest he suffered the Indians to take to M. Makinac. I look upon the gentry as robbers and not Prisoners of war, having a verbal order from Mons. Trotters an inhabitant of the Cahoees.

The rebels having long since quit that country, Brady who says he had no longer a desire of remaining in the Rebel service therefore did not follow them, informed me that Col. Clarke was gone down to Williamsburg to solicit a detachment to join with a Spanish Colonel in an expedition against the place. When the heavy cannon and ammunition arrives, which I have returned as wanting, I shall be ready to give the men a warmer reception, should they be rash enough to attempt it. Our works are however in a shattered state. The Rangers, I am just informed, are safe arrived at the Miamis.³⁷

I am, Sir,

Your most Obedient

Humble Servt.,

A. S. DE PEYSTER.

On June 14, 1780, Du Quindre sent a letter to Lt. Gov. Sinclair thanking him for his appointment as Lieutenant at St. Joseph.

Sinclair to Matthews:

MICH. ISLAND,

Feb. 23, 1781.

SIR:

Last Autumn a party from the Illinois embodied themselves under the conduct of a Babtiste Hamilien for the purpose of plundering the post of St. Joseph in which they at first succeeded. By the good conduct of Monsieur Champion the Pottawattomes were raised.

They pursued, overtook and defeated them at the Riviere du Chemin—Trail Creek—(Michigan City) and recovered their merchandise though the loss is very considerable to the Traders.³⁸

PATRICK SINCLAIR,

Lieutenant Governor.

Major De Peyster to Brig. Gen. Powell:

DETROIT, March 17, 1781.

SIR:

I was favored with your packet of the 16th Feby. on the 4th Instant. Tucker is not yet arrived, hence the affair in which Mons' du Quindre acquitted himself so well the enemy returned or rather a fresh party arrived at St. Joseph's and carried the Traders and the remainder of their goods off.

Mr. Du Quindre arrived there the day after but could not assemble a sufficient body to pursue them. Forty Indians had got together in a few days, but as the enemy had got too much the start they insisted upon his conducting them to Detroit in order to speak with me.

Mich. Pioneer Coll. Vol. XIX.

Letter from Lt. Gov. Sinclair to Brig. Gen. Powell:

MICHILMACKINAC ISLAND,

1st May, 1781.

"Lieut. du Quandre has very much imposed upon Major DePeyster in assuming the merit of recovering the trader's property in the first attempt on St. Joseph's. Monsieur Etienne Campion, known to several officers of Rank in Canada, perhaps the honor of being known to you for zeal and services to government, performed that service. I am sorry that Lieutenant Du Quindre did not attend [to] that Post when Mr. Champion's affairs called him from St. Josephs to this Post.³⁹

I have the honor to be

Sir

with the greatest respect, your
most obedient and most humble

Servant,

Mich. Island,

PATT. SINCLAIR, Lt. Governor.

1 May, 1781

Brig. General Powell.

Letter of Lt. Gov. Sinclair:

MICHILMACKINAC, 12 May, 1781.

The bearer, Monsieur Campion, very fortunately was at

the post of St. Joseph to repel the first attack of the Pillagers from the Illinois. His business called him to Michilmackinac when the second attack was made and the Traders plundered.

The Wabash Indians were insolent until they found Linctot failed in procuring the troops he expected by the Mississippi. It was the goods and the goods only that made the Miami and Pottawattomi Indians strike La Balme.⁴⁰

PATT. SINCLAIR.

Secretary Matthews to Lieut.-Governor Sinclair:

QUEBEC, 1st June, 1781.

SIR:

Your letter of the 23d received, reporting for the information of his Excellency, the Commander-in-Chief, the mention of the party from the Illinois under Hamlin upon the Post of St. Joseph and their repulse by the good conduct of Mr. Champion.

I have had the honor to lay this before his excellency the Commander-in-Chief, and I am commanded to acquaint you that his Excellency has signified to you in a letter of yesterday his approval of Mr. Champion's conduct, and his authority to you to reward his merit as you shall see fit.⁴¹

I am, yours

R. MATTHEW.

The result of this skirmish of Dec. 15, 1780, was very helpful to the British cause. While the Americans had captured Fort St. Joseph, there had been no one to fight them. When the British traders and Indians appeared, they whipped the Americans, owing to greatly superior numbers. This very small engagement proved to be of great psychological importance; for, coupled with the defeat of La Balme, it seemed as if American influence were waning, and consequently her prestige became sadly impaired. The British began to labor more boldly with the Indians, with gratifying success. Major Linctot was busy at Fort Pitt, in Pennsylvania and Virginia,

fixing up the great Indian Alliance there and these two expeditions were carried out without his sanction.

This battle, or rather skirmish has been located erroneously by several historians. Mason says it was fought in 1779, (?) near the Calumet (Millers) (?); Currey places it at South Chicago; Lee follows Du Quindre, and says it was near Little Fort, Tremont; while Champion, the man who actually defeated Hamelin and Brady, says it was at Trail Creek, Riviere du Chemin. Petite Fort, or La Petite, as it was called, had undoubtedly thrown off the British rule, and that is the reason the raiders were trying to reach it for protection. About four years ago Prof. C. W. Alvord, the editor of the Kaskaskia Records, Illinois Hist. Coll., and Mr. Currey of Evanston, who has written a very fine and interesting history of Chicago, asked the writer to settle the location and the victor of this battle, and the submitted data seem conclusive that it was fought at Michigan City and that Etienne Champion was the victor.

Riviere du Chemin, Trail Creek, was famous as a meeting place for various trails, such as the one from the south, through La Porte; the one from the north along the Lake, the one from Detroit and Fort St. Joseph, the one from the St. Joe and Kankakee River Portage; the one from Chicago, and also a branch of the Sauk Trail. This made it a place of importance. Here Baptiste Point au Sable lived and trapped during part of the year 1779, and undoubtedly *before* the coming of Clark. He was thoroughly familiar with the whole Chicago region from Waukegan to Michigan City, as was also Major de Linctot, who was well acquainted with Au Sable, and the British claimed, actually had Au Sable act as one of his agents toward influencing the French and Indians for the American cause.⁴²

At least, De Peyster and his officers thought so, for he had Capt. Langlade, the great British half-breed partisan, who was really half French, drive him out of Chicago. He then went to Riviere du Chemin, about 11 miles west of Petite Fort, which was a small strong fort near Waverly Beach, built to protect the fur trade of the Calumet region. Here is some of De

Peyster's poetry (?) concerning Baptiste Point Au Sable in his speech of July 4, 1779, to his Indian allies:

"Those runagates at Milwaukie
Must now perforce with you agree
Must with Langlade their forces join.
Sly⁴³ Siggenaak⁴⁴ and Naakewain;
Or he will send them tout de diable,
As he did Baptiste Point au Saible."

The following shows how the British watched Major Linctot and Au Sable:

Baptiste Point au Sable. First Chicago Citizen.

Michigan Pioneer Collection, Vol. 9, p. 393.

Lt. Bennett to Maj. de Peyster, St. Joe, 9 Aug. 79.

* * * * *

Mr. Linctot passed by the trail at Ouiat, toward the River Blanch to join the rebel army at the Illinois. Mr. Le Gras commanded their horse . . . for by all accounts they do not deserve the name of cavalry, who do not proceed by this way.

Baptiste Point au Sable I have taken into custody. He hopes to make his conduct appear to you spotless; he told me Mr. Linctot was at the Pee . . . with about 30 men when he left it, but was immediately to set out for Ouiat which agrees with the account of Mr. Babie.

Lt. Bennett to Maj. de Peyster, Sept. 1, 1779:

St. Joseph. M. P. C. P. 395, V. 9.

I had the Negro Baptiste point au Sable brought prisoner from the River du Chemin—(Trail Creek). Corporal Tascon, who commanded the party, very prudently prevented the Indians from burning his house, or doing him any injury. He received his packs, etc. which he takes with him to Michillmackinac. The Negro since his imprisonment has in every respect behaved becoming a man in his situation, and has many friends, who give him a good character. He informed me that

Mr. Linctot some time before had left the Pee with thirty Canadians to join Mr. Clark at the falls of the River Blanch, to go to the Ouia—Wea—which intelligence was afterwards confirmed.

Journal of the Illinois Historical Society, Vol. 7, No. 2, July, 1914. Early Courts of Chicago and Cook County, by Judge Orrin N. Carter, p. 11:

“The first person, not an Indian, who settled at this point—the mouth of the Chicago River—was De Saible . . . Au Sable . . . a San Domingan Negro, who came in 1779. He lived here until he sold his cabin in 1796 to one Le Mai, a French trader, who later sold it to Kinzie.”

Au Saible seems to have been a rather singular character. He was a tall, well-built, handsome Spanish, also called French, mulatto and spoke English, French and Spanish fluently; was first mentioned as living at Peoria—near Fort Le Pee. He trapped all over the western country, and became a favorite with the Indians. He held a commission in the British Army, and thus had some power as an independent officer, attached as far as we can learn, to no particular post. After having been driven out of Chicago by Langlade, he went to the Riviere du Chemin, from which place Lt. Bennett had him brought to St. Joseph and from there to Michilimackinac. Here he seems to have been kept for some time. We read of his being at Peoria in 1780, and in 1783 was said to own 400 acres of land (mostly swamp) and a house between the old fort and the new settlement.⁴⁵ He afterwards moved to Chicago, and was located at the point of land near the mouth, which undoubtedly gave him his name Baptiste of the Black's Point. He may have been at this very point in 1779, as he was called Point du Saible even then. He tried very hard to be elected chief of the Pottawattomies, but was defeated, much to his disappointment. He was in Chicago in 1790; as a traveler, Hugh Hayward, said that in May 10, 1790, he “slept at Point Sable.” He is said to have eked out his living by taking passengers and small boats through the Portage by wagon or boat, and also taking lodgers. Judge

Orrin Carter says that Au Sable sold his cabin to Le Mai in 1796. It is also said that he may have gone back to Spanish territory to die. He was the first permanent resident of Chicago who was not an Indian.

When the survivors of the St. Joseph expedition returned to Cahokia, and reported the defeat of their expedition, a feeling for vengeance swept over the community. When these men reported how easy it was for a strong force to capture St. Joseph, a number of people were raised in Cahokia. The Spanish governor of St. Louis, Mr. Cruzat, was willing to send a company to aid the Cahokians. This expedition consisted of 30 Spaniards, 20 men from Cahokia and 200 Indians, according to the Americans. The Spanish writers claimed that there were 60 Spanish militia, and 60 Indians, omitting all mention of the Americans. When they were ready to start, on Jan. 2, 1781, a vote was taken for commander, the white men alone voting, and the Spanish Captain, Eugenio Pierrot or Pierretot, was declared commander.⁴⁶ They started up the Illinois River in boats to Peoria, and from there struck 300 miles across country through a wilderness to St. Joseph. They reached there Feb. 12, 1780, and attacked the fort. There was very little resistance, as Lieut. Du Quindre was again "not on the job;" the British flag was hauled down, and to the unspeakable indignation of the Americans and French from Cahokia, the *Spanish* flag was hoisted and Captain Pierrot took possession of the whole Northern Territory in the name of the King of Spain. The people from Cahokia were very angry, but Pierrot declared that he was acting under instructions from his government, and that everything would be fixed up all right by their governments. He destroyed much property and captured some furs. They stayed 24 hours, starting on their homeward trip February 13. He brought back the English flag, and presented it to Gov. Cruzat, who sent it to the Spanish King, and told how their brave *Spanish* soldiers had captured this great British post, and had added this great territory to Spain. This trip took six weeks, three weeks to Peoria and three from there to St. Joseph.⁴⁷ The report that the return trip from St. Joe to

St. Louis was made by the early part of March, must be incorrect; should be the latter part of March, as it would take at least five weeks, owing to spring floods, etc.

As Gov. Galvez had captured Natchez and Pensacola, and sent their flags to Spain, she really felt as if she had claim to all of the eastern half of the Mississippi Valley, and so laid her claim to it, but it was reduced to the Floridas which were given her. The plan of the cession of the Northwest territory to France, and the Southwest to Spain was badly defeated by the United States, who received this territory.

Major Linctot was back in Vincennes about New Year's 1781, when he again took up the immediate care of the Illinois frontier. He had done much work in getting a regular Alliance of many Indian tribes, as well as fighting in Indiana and Illinois, but he finds himself greatly handicapped through lack of funds, provisions, and munitions. To add to his worries the British were giving extravagant presents to the Indian tribes, and still more extravagant promises. They are trying to capture him or have him killed, as they feared his influence greatly. The "carpet baggers" are taxing the people almost to death and seizing their goods. He is doing an immense amount of traveling, going from St. Louis, Cahokia, Kaskaskia and Vincennes to Peoria, Ohio, Virginia and Pennsylvania. He is getting worn out, owing to his superhuman exertions. Clark wishes him in 1781 to go with him to Detroit, but he is not able at that time to do so, but wishes to do so soon. We find him at St. Louis under a physician's care, and the latest letter that is known at present is dated July 31, 1781, (herein published), in which he speaks of impaired health, and of his conversations with Gov. Cruzat, who assures him he is doing all he can for the American cause, and who seems to have imposed somewhat on Linctot, who evidently took Cruzat to task for not displaying loyalty to the American cause. Linctot's private fortune, like that of Vigo, seems to have disappeared in caring for the needs of the government.

It is one of the strangest things in American history that so little notice has been given to the great work of Major de

Linctot. He must have been a remarkable man to so win the respect and admiration of high American officials and military officers for his manly qualities, military skill and patriotic devotion; to hold the trust and affection of his French compatriots; to gain the respect, esteem and obedience of so many Indian tribes; and inspire the respect, fear and envy of the British. Jefferson spoke of him often as a daring and patriotic soldier and leader. Revolutionary records in all of the central and eastern states teem with the deeds of this daring and chivalrous Frenchman; the British considered him next to Clark himself as the great western soldier, and tried to get him in their service.

In his eastern trips he must have often been in consultation with the two great scouts, Daniel Boone, of Virginia and Kentucky, and Simon Kenton, of Pennsylvania and Virginia, and with that great scout of Virginia, Pennsylvania and New York, Timothy Murphy, the original of Leatherstocking of Cooper's novels, who had been the leading sharpshooter of Gen. Morgan's Rifle Corps, and who was the sharpshooter that killed Gen. Frazer, the military genius of Burgoyne's army, at Saratoga, thus giving us the victory, and later the freedom of the colonies. Some of Murphy's deeds as a scout, sharpshooter and fighter were even more remarkable than any written by Cooper.

After the battle of Saratoga Springs, the people of Schoharie, N. Y., begged Morgan to give them Murphy as chief of scouts, as the Indians were very troublesome but feared Murphy very much. He did so, and Murphy did very good work. Later, a detachment of soldiers came from Albany, commanded by a major who had never seen Indians on the war path, who took command of the forts or blockhouses, of which there were three. The Tories and Indians made a sudden attack one night on the principal fort, not knowing that Murphy was there, but thinking he was in another place. When the Indians sounded their awful war-whoop, the major was so scared that he actually dove under the bed for protection. Murphy pulled him out several times. Finally the people in the fort begged Murphy to take command, which he did. Instead of waiting until the

Indians and British had broken into the fort, he organized the most able into two parties, leaving ample force for protection. His forces took the invaders both in front and on the flank and as soon as they realized that Murphy was on the job, they retreated in dismay, yelling "Murphy," "Murphy," and leaving behind a number of dead Indians and British. Murphy and his scouts promptly scalped the Indians, as that was the general custom of the frontiersman in fighting with the Indians, though they never scalped Indian women and children.

Murphy was considered the finest marksman in the whole country and carried an unusual gun, consisting of three barrels, according to reliable writers, though one states it may have been two, one over the other. It was built like a shotgun, with a smaller third barrel, which was a rifle, under the other two. The upper right hand barrel was for buckshot, the left one for large shot for geese, turkeys, etc., while the rifle had bullets for long range.

A well authenticated story is that one day when he was scouting several miles from Schoharie, a party of ten Indians picked up his trail and tried to kill him. They did not know who he was at first, until he killed the first three as they came up without loading his gun. They then recognized him. He was a very tall, strong man, as tall as Abraham Lincoln, and of the same build and type. He killed four more of the Indians with guns belonging to those he had killed, and then with his own gun reloaded, he became the hunter instead of the hunted, and as he was noted through the eastern frontier for his remarkable speed, he soon overtook, killed and scalped these Indians, and showed their scalps to the people of the Schoharie, who appreciated Murphy's protecting care exceedingly.⁴⁸

The historians of the West are now striving to faithfully chronicle the great deeds performed by deserving men in establishing and building up this great Northwest. Thompson has given a fine article on Clark, Gibault, Vigo and St. Clair. Dunn, Dillon, Cauthorn, Law and others from Indiana have written interesting histories of these times. Professors Alvord and James, Judge Beckwith and Mr. English, have

given much information about the great work done by Linctot in their splendid histories on Illinois and the Northwest. Burton, in his scholarly biography of Col. de la Balme, has given an excellent account of Linctot's work in the east in establishing the great Indian Alliance, taking in most of the Indian tribes from Virginia and Pennsylvania to St. Louis, which gives a vivid idea of the amazing energy, tact and patriotism of this man.

Clark considered him his right-hand man in an endeavor to conquer Detroit and the northern country, as he writes Linctot about the early part of July, 1781, to join him in an attack on Detroit, and see what new laurels Mars would bestow upon him, Clark. Linctot writes he would do so very gladly, but he is at present under the care of a physician. However, he will be glad to fight under him so soon as he is able. On June 30, 1781, the people of Vincennes sent a petition to the Governor of Virginia, Thomas Jefferson, complaining most bitterly of the treatment they were receiving from the state officials. It bears evidence of having been drawn up by Linctot. It is signed by Lt. Col. Le Gras, Major de Linctot, Major Bosseron, Moses Henry, the trader, and others. On July 11, Linctot writes from Opost to Col. Slougher, at the Falls of the Ohio, that he needs powder, lead and guns so that the friendly Indians and the people also can protect themselves from the British and Indians.

On July 18, he writes to Clark that he is ill and unable to join him in a move against Detroit. On July 31, he sends what seems to be the last letter from him, in which he informs Gen. Clark that he is still sick and unable to join him, but hopes to do so soon. This is the latest authentic information we have about Linctot, and it is extremely probable that he passed away in St. Louis during the summer of 1781, worn out by his many thousands of miles of travel, (much of it through almost trackless wilderness) combined with his military work. A notice in the Virginia Papers states he was killed about that time.

Thus passed away one of the ablest soldiers of the West—daring, sagacious and patriotic—to whom, next to Gen. Clark, we are indebted for the Northwest Country—Major Maurice Godfrey de Linctot, the Guardian of the Frontier—the Myles Standish of the Illinois Country.

The following correspondence gives some very interesting and valuable information :

Thompson, in his splendid paper, *Penalties of Patriotism*, published in the *Journal of the Illinois Historical Society* for January, 1917, should have made some mention of Linctot, as coming under the same category as those other patriots, Clark, Gibault, Vigo and St. Clair, for he gave not only his fortune and his care, but also his *life* to establish the supremacy of the American cause.

He was considered by both Americans and British as the great American soldier, next to Clark. No danger was too appalling for him; no sacrifice too great. He was almost continuously on the move to further American interests. His great Indian Alliance took in most of the Indian tribes from Virginia and Pennsylvania to the Mississippi.

It was held together by his influence. At his death it dissolved, almost like a house of cards, and many of the tribes came gradually under the influence of the British.

What honor has this brave soldier and sagacious leader received for his great work in helping to establish this Northwest Territory? None! What reward has he received? Oblivion! His name is not known, except to a few historians who have delved into the musty State Records of those Revolutionary days, and they are amazed at the many records showing the daring, romantic deeds of this modest chivalrous Frenchman who traveled all over the Frontier, beset by spies and Indians eager for his life. His life history, dealing with his battles, travels, Indian treaties, reads like a romance, it is so diversified with hair-preath escapes and tales of "derring do." He is the typical French chevalier, as depicted by Dumas, and found to-day in France.

Now that Illinois is beginning to recognize the great importance of the work done by its own citizens in assisting to found this great commonwealth, it should be her duty and pleasure to erect monuments to their memory. Gibault, De Linctot and Vigo should be so honored; the French priest, the French soldier and the Italian trader; all working with Clark, the American soldier to obtain this great territory for freedom, just as their mother countries are now working with their erstwhile enemy, Great Britain, for the freedom of the world against German autocracy.

Maj. De Peyster to Gen. Haldimand:

DETROIT, June 27, 1779.

Linctot, a trader is at Lee Pee a small fort on the Illinois River, with other traders. Gautier, and Indians will burn the fort. The Pay—Lee Pee—is about 80 leagues from the Kaskaskias.

Mich. Coll. Vol. 9, P. 389.

DETROIT, MICH., July 9, 1779.

SIR:

Having received intelligence that an attack is intended against Detroit by the Rebels from the Illinois who are to march by the Wabash and St. Joseph's, I have detached Lt. Bennett with some traders and Canoemen—Chippewas—20 soldiers and 900 Indians to endeavor to intercept one Linctot who is to march with a body of horse by St. Joseph's. Everything is quiet here, the Indians seemingly well disposed.

I have, etc.,

A. S. DEPEYSTER.

To Major Nairne,

Commander at Montreal.

Mich. Pioneer Coll., Vol. 9, P. 89.

Lt. Bennett's Report to DePeyster:

Sept. 1, 1779.

I sent parties of Ottawas, Chippewas, Pottawattomies and volunteers to the Pee—Oues and Miamis.

This party sent to the Pee returned back in two days to all appearances frightened by the threats and persuasions of some of the Pottawattomies they met on the road.

Mich. Pioneer Coll., Vol. 9, P. 395.

Thomas Jefferson to General Clark, Jan. 29, 1780.

The demands of Col. Legras and Capt. Lintot coming on now and not being able to raise hard money to discount them, we are at a loss to know what to do with them. * * * We must hear from you what sum in hard money is equal to the drafts sent by you.⁴⁹

Letter from Major Linctot to Governor Jefferson, Dec. 30, 1780.

Abstract of Letter.

On leaving Ft. Pitt retired to Illinois to help Indian troubles. Hoped to have met General Clark at the Falls, to consult with him, in accordance with instruction from his Excellency. He had hoped by his assistance to have procured goods without which nothing can be done with Indian neutrality. He is much embarrassed by Clark's absence, his Excellency and the Council having given him orders not to advance unless the State should furnish the means to take Detroit.

Want of goods, trouble with Indians.

He hopes that the Army will march in the Spring with which he should go to make an attempt upon a place so important to the general peace.⁵⁰

A Detroit Frenchman, M. Godfroy, or Linctot as he is usually referred to, was fitting out an expedition at Fort Pitt, and Brodhead sent notice of it to the President of Congress, and with it sent his expressions of regret that he was not as favorably situated as Linctot. "Now, had I but men and provisions, I might do something to gain a laurel, but in my present circumstances, it is probable I will lose my reputation for what shall not be a fault in me."⁵¹

It would appear that Linctot was paid by Virginia or by the general government. See a letter from Thomas Jefferson to Col. Todd, March 19, 1780:

"The draughts from yourself and Col. Clarke on Pollock, those presented us by LaGrass and Linctot, others for about 50,000 dollars presented by a Mr. Nathan, have rendered us bankrupt here."

In one of his letters to the Indians, DePeyster says:

"Send me that little babbling Frenchman, named Monsieur Linctot, he who poisons your ears, one of those who says he can amuse you with words only. Send him to me or be the means of getting him, and I will then put confidence in you. I then will deal with you as with other Indians whom I call friends, my brothers and my children to whom I request you to give free passage and kind entertainment. If you have not an opportunity to bring me the little Frenchman, you may bring me some Virginia prisoners." Misc. of an officer, p. 252.⁵²

A message from Brodhead, accompanied by another from a Frenchman at Fort Pitt, advising the Indians to join the Americans, was sent to the Delawares. This Frenchman appears, from the text, to have been Linctot. The Indians concluded that the Virginians, French, and Spaniards were now arrayed against the English.⁵³

Extract from a letter from Linctot to Pres. Reed, dated Sept. 13, 1780:

"I hope that my wishes may be accomplished; that at present you may have sufficient provisions to carry on an expedition which will be the only method to stop the Nations. If they have not faith—I lose *entirely* their confidence. I have already lost a part. They were twelve days coming from Cochoquin, and the Moravians went to meet M. Deplanteur that was sick. A party paid by the English have stopt me and I dare not follow them; a great quantity of the party were in search of me and would have taken me to Detroit. I hid myself till the party separated."⁵⁴

A letter of Colonel Daniel Brodhead to President Reed, not dated, but probably in June, 1780, says:

"It is near four weeks ago, since I sent a French gentleman with speeches to the Indians, threatening them with the force of France, Spain and America, if they did not immediately desist from further hostilities. This gentleman is in the service of the State of Virginia. He speaks several of the Indian languages to perfection and his addresses well calculated to influence them. When he returns, I will write you what success attends the messages. Some of the Indian nations certainly merit a total extirpation, but whilst we want the means to chastise them, it may be good policy to amuse them, as they have us, and have directed the French gentleman (Major Linctot) to do it as much as in him lies."⁵⁵

This day probably should be July 7, as on that day Brodhead directed Linctot to go to Cooschocking and induce the Indians to adhere to the American cause and inform them unless they made peace with United States their country would be invaded.⁵⁶

There are other letters from Brodhead which indicate that Linctot was working in the interest of the United States. Rocheblave, the former French governor at Kaskaskia, in his letter of Sept. 9, 1780, says that Linctot is a Canadian whose head has been turned by a letter from d'Estaing or promises from Congress.⁵⁷

Major Linctot left for Fort Pitt shortly after May 4, 1780, to carry a message to the Indian Council at Coochocking. He carried a message to Rev. John Heckewelder, the Moravian teacher, and also carried a letter to the Rev. David Zeisberger, another Moravian teacher. This letter is dated, May 8, 1780, indicating that Linctot did not leave Pittsburg before that date.⁵⁸

Linctot was at the Delaware towns in August, sending messages to the Indians to prevent them from working in unison with the English. Letters of Brodhead, dated Aug. 21, 1780, Brodhead wrote to Linctot, who was then, Aug. 23, 1780, at the Delaware Council, to return to Fort Pitt as soon as

possible. Linctot was still in Coochocking in September and wrote to Brodhead that the Indians from Detroit were preparing to attack the frontier.⁵⁹

John Floyd to Gen. Clark:

JEFFERSON, Apr. 20, 1781.

I lately saw a short letter from Major Linctot at Saint Vincent by which he seems to express great doubts those tribes of Indians who have hitherto been friendly to us will soon be our most inveterate enemies unless something is done for them in way of clothes, etc.⁶⁰ * * *

Capt. George to Col. Geo. Sloughter:

SIR:

Feb. 15, 1781.

"As I have to purchase supplies in the Illinois it draws away the liquor from me fast, besides I am to send a supply to the Opost (Post Vincennes) and Major Linctot has made a heavy draft on me for six hogsheads, and the half of my ammunition for the use of the Indian Department, and three hogsheads more to purchase 8 mos. provisions for 25 men which I had sent for the protection of the Opost under the command of Captain Bayley."⁶¹

* * * * *

CAHOKIA, 1781.

Lawsuit by Godfroy De Linetot against Joseph Maisonville. Linctot sues Maisonville for a mare which he bought unbranded at Peoria, and which M. claims was bought by him previously at Post Vincennes; it was stolen from him by savages at Little Village—St. Phillip; and furnishes proof to that effect. The judge, Blindismond, decided it should be tried at Kaskaskia, as the mare was there, where Maisonville took it.⁶²

VINCENNES, IND.

Petition of Vincennes People to Gov. Jefferson of Va.
June 30, 1781.

VINCENNES.

The people of Vincennes send a petition to the Governor of Virginia stating that they have received horrible treatment

since Gen. Clark left the Illinois country. Col. Montgomery failed to carry out Clark's friendly policy.

The people of Vincennes furnished provisions and goods. Col. Clark paid them with notes, said to be equal to coin, but now of no value. Col. Todd arrests the people for refusing this money, and takes away their property, kills their cattle, etc. When the Soldiers left the town, they took away the artillery, powder and balls, leaving nothing to protect themselves against the savages.

They beg relief from the governor against these lawless proceedings and say: "We are unwilling longer to submit to these strange actions incident to their lawless proceedings and his Excellency's will; that the Virginians have entirely ruined us already, and if it be thus you treat your friends what treatment do you reserve for your enemies? We must ask that your Excellency put an end to our misfortune and render us the justice our patience deserves."⁶³

Assuring you of our profound respect,

We have the honor to be, etc.

J. M. LEGRAS, Lieut.-Col.

GODEFROY LINCTOT, Major.

F. BOSSERON, Major.

MOSES HENRY, (Trader).

etc.

Godefroy Linctot to Col. George Slaughter:

Abstract.

OPOST, July 11, 1781.

He sets forth the good Disposition of the Indians of that region who need powder and lead to defend themselves. This is due them for having risked their lives in defense of the Americans and also for having reference to accepting presents from the British, as their towns could have been full of British merchandise and ammunition. He also says:

"I just heard the news that the British are making great preparation to take the different stations at the Fall at Opost

Vincent. I believe the only way to stop them is to go against them before they can come to you.

"I beg you to send me as soon as possible if you can what I asked you for, for those Indians being the only fence we will have to stop the Ennemy.

"Sir when I arrived I was told the news that Colonel La Balm was gone to take the Artillery that the British had left at the Lick on the River Miami to take the Opost and the falls, and he was killed and thirty men with him, which gives us and the Indians a great deal of trouble."⁶⁴

Major Godefroy Linctot

To Colonel George Slaughter.

Linctot to Clark:

ST. LOUIS, July 18, 1781.

SIR:

Being obliged at the post Vincennes to meet some expense for the tribes, to engage them to oppose the passage of 200 royalists and 600 savages their allies on the way to bring destruction to the Illinois and also to induce them to abandon the common enemy. I have been obliged to go to the Illinois whence have appealed for funds from friends who have again helped me, although they have already made expenses for me for the service of the State and the glory of our arms and this they did without hope of restitution until now.

I have received your letter in which you urge me to join you immediately and witness the laurels which Mars prepares for you. As an American and good Frenchman besides the duty which has been my guide, the desire to fight under your wings and expose myself for the common cause, would have made me haste to your side, but the uncertainty in which I am to know whether you would accept a number of young men, both French and savages, whose ambition is glory in following you in your expeditions has made me wait for your decision on the subject. I wait therefore for the honor of your answer and orders.

The extreme fatigue which I have experienced in the journey, together with the persecutions and trouble caused by several tribes which have crowded upon me, have forced me to remain a few days in St. Louis to rest from my labors, and to call the aid of the doctors in order to repair my health, which is greatly impaired. Several Piankeshaws, Ottawas and other chiefs have followed me to Illinois. The Vincennes district seems to have been called the Wabash district.

Mr. Cruzat tells me how he supports the Americans. * * *

I have the honor sir, to be the most humble and zealous of your servants.

GODEFROY DE LINCTOT.

St. Louis, July 18, 1781.⁶⁵

Linctot to George R. Clark:

ST. LOUIS, July 31, 1781.

Still detained in the Illinois by sickness, I am awaiting with impatience the moment when my health will permit me to rejoin you and render a detailed account of my mission and of my sojourn in these parts.

A man named Clairmount with six others were sent to St. Louis from Mackinaw, with a letter to the people of Cahokia warning them against the Spaniards. Don Francois Cruzais Lieutenant Governor.⁶⁶ He sends Major Williams a copy of letter.

By an express we have just learned that Florida has been captured by the Spaniards. M. De Galvez governor of New Orleans, who deserves all possible praise on account of the activity, intelligence and intrepidity which he has shown, has possessed him of Pensacola after ten days of open trenching. I am sending you the detail as it is represented to Monsieur Cruzat at command of this post.

The people of Natchez, after having revolted in his absence and taken arms against the Spaniards whom they had driven out or made prisoners, Monsieur Miro, who has the second

rank at New Orleans has reconquered them. It is not known what will be done to Monsieur Bleomar, author of this revolt, and of the others.

While awaiting the pleasure of seeing you, permit me to wish your arms all possible success and to call myself with respect.⁶⁷

Sir your very humble and very obedient servant,

GODEFROY LINCTOT.

This biography of Major de Linctot is taken partially from a book, called "The Wonders of the Dunes with some Pioneer History of the Chicago and Calumet Region," that the writer is preparing, and is given in advance for patriotic purposes, so as to be spread before the public this summer.

The writer wishes to express his appreciation of the courtesies extended him in the preparation of this biography of Major de Linctot by Mrs. Jessie Palmer Weber, Secretary of the Illinois Historical Society, Springfield, Miss Georgia L. Osborne, Assistant Librarian, Miss Caroline M. McIlvaine, Librarian of the Chicago Historical Society, Mrs. Harriet Taylor, Assistant Librarian Newberry Library, Chicago, Miss Irene C. Murphy, Librarian of the Illinois Society, Sons of the American Revolution of Chicago, Mr. Lucius Bailey, Librarian of the Gary Public Library, Gary, Indiana, and Hon. Martin N. Krueger, ex-Mayor Michigan City, Ind.

¹ Ill. Hist. Coll., Vol. II, p. 102, No. 1.

² Wis. in Three Centuries, pp. 295-296.

³ According to one rumor, advanced by the English, Linctot remained in Detroit, and was called by the English, a "Notorious Partisan." He was often spoken of by his first name alone, as Godfrey. A British story is that during Pontiac's War, Linctot was let out of Detroit to use his influence with the savages, and that at Fort Miami he persuaded Lt. Holmes to surrender, promising to save his life.

Holmes was killed by the Indians, however, and the British were going to kill Linctot for not saving Holmes; so, to save his life he consented to act as interpreter for the British. This story does not agree with that of Col. La Balme, who says that Linctot refused to enter the British service.

Ill. Hist. Coll., V. 5, Kaskaskia Records, p. 163.

⁴ Ill. Hist. Coll., Vol. 5, Kaskaskia Records.

⁵ Ill. Hist. Coll., Vol. VIII, James, May 23, 1779.

⁶ Ill. Hist. Coll., Vol. VIII, James, pp. 300-301, May 26, 1779.

⁷ Ill. Hist. Coll., Vol. II, p. 611.

⁸ History of Indiana—Esary, p. 65.

⁹ Mich. Pioneer Coll., Vol. 2, May 2, 1779, p. 9.

¹⁰ Mich. Pioneer Coll., Vol. II, p. 380, May 13, 1779.

¹¹ Ill. Hist. Coll., Vol. 5, Kaskaskia Records.

¹² Ill. Hist. Coll., Vol. V, Kaskaskia Records.

¹³ Ill. Hist. Coll., Kaskaskia Records.

¹⁴ Ill. Hist. Coll., James, Vol. VIII.

¹⁵ Wis. Hist. Coll., Vol. XVIII, p. 380.

¹⁶ Wis. Hist. Coll., Vol. XVIII. Comment by De Peyster.

¹⁷ Linctot was also called the Chevalier by the French as he came of a distinguished family, and was also a man of dignity and force. The British, in derision, also called him that.

¹⁸ Comment by De Peyster. Wis. Coll., Vol. XVIII, 380.

This establishes the fact, often mentioned, and often denied, that there was a small fort, probably a small trading post, stationed at Chicago to guard the portage route. The one spoken of by La Salle, commanded by Captain Durantaye, was undoubtedly one of the same kind. These little forts, or posts, were of a temporary nature, and were not considered as regular fortified posts, like Mackinaw, St. Joseph and Detroit.

¹⁹ Wis. Hist. Coll., Vol. XVIII, p. 376.

²⁰ Wis. Hist. Coll., Vol. XVIII.

²¹ Wis. Hist. Coll., Vol. XVIII.

²² Wis. Hist. Coll., Vol. XVIII.

²³ Wis. in Three Centuries, pp. 354-5.

²⁴ Mich. Pioneer Coll., Vol. XIX, p. 129.

²⁵ Dunn. Hist. of Ind.

²⁶ Ill. Hist. Coll., Kaskaskia Records.

²⁷ Ill. Hist. Coll., Kaskaskia Records.

²⁸ Ill. Hist. Coll., Kaskaskia Records.

²⁹ St. Louis, which was settled in 1764 by La Clede, was so small and insignificant at this time that the American Government officials did not know exactly where it was located. Clark may be considered its discoverer. Wis. Hist. Coll., Vol. III. It was often called Pancore, or Pain Court—Bread Short; probably because a party of hunters were unable to obtain bread enough to equip some expedition.

³⁰ Wis. Hist. Coll., Vol. III.

³¹ Wis. Hist. Coll., Vol. III.

³² Ill. Hist. Coll., Kaskaskia Records. Letter written to Luzerne, French Minister, June 27, 1780.

³³ Ill. Hist. Coll., Kaskaskia Records, pp. 180-186.

³⁴ Ill. Hist. Coll., Kaskaskia Records.

³⁵ Recently the writer had the pleasure of visiting this region of Trail Creek, with ex-Mayor Martin N. Krueger, of Michigan City, Ind. He owns a very large tract of land here, on which may be found several points of historical interest.

³⁶ Defeat and death of Col. La Balm by the British.

³⁷ Mich. Pioneer Coll., Vol. XIX, p. 691.

³⁸ Mich. Pioneer Coll., Vol. IX, p. 629. Capt. Matthews was secretary to Gen. Haldimand, Commander-in-Chief.

³⁹ Mich. Pioneer Coll., Vol. XIX, p. 632.

⁴⁰ Mich. Pioneer Coll., Vol. X, p. 40.

⁴¹ Mich. Pioneer Coll., Vol. X, p. 480.

⁴² Mich. Pioneer Coll., Vol. IX, p. 395.

⁴³ Wis. Hist. Coll., Vol. XVIII, p. 380.

⁴⁴ Siggenaak was the Pottawattomie chief at Milwaukee, and was the chief that captured Mackinaw under Pontiac, by knocking the lacrosse ball over the fence, and after he received permission to go after it, took his shortened gun and killed the commander. His braves, pushing in, killed nearly all of the soldiers and settlers. He was with the Spanish and Americans at the capture of Fort St. Joseph in 1781.

He was so disgusted at the Americans for allowing the Spanish to claim this region and hoist the Spanish flag over it, in spite of all the work that the Americans under Linctot had done in this region, that he forsook the American cause, and joined the British.

Siggenaak is supposed to be the ancient chief, Blackbird, who was so active against the soldiers of Fort Dearborn in the Chicago Massacre of 1812.

⁴⁵ Judge D. McCullough. Hist. of Peoria.

⁴⁶ Boggess, pp. 38-40.

⁴⁷ Boggess.

⁴⁸ History of Schoharie, N. Y.

⁴⁹ Wis. Hist. Coll., p. 388, Vol. XVIII.

⁵⁰ Wis. Hist. Coll., Vol. XVIII.

⁵¹ Trans. Ill. Hist. Soc., 1909, p. 108. Burton.

⁵² Trans. Ill. Hist. Soc., 1909, p. 119.

⁵³ Trans. Ill. Hist. Soc., 1909, p. 113.

⁵⁴ Trans. Ill. Hist. Soc., 1909.

⁵⁵ Trans. Ill. Hist. Soc., 1909, p. 109.

⁵⁶ Trans. Ill. Hist. Soc., 1909, p. 109.

- ⁵⁷ Ill. Hist. Coll., Kaskaskia Records.
⁵⁸ Penn. Archives, Vol. VIII, p. 300. Burton. Ill. Hist. Trans., 1909.
⁵⁹ Penn. Archives, Vol. XII, p. 231. Burton.
⁶⁰ Wis. Hist. Coll., Vol. XVIII.
⁶¹ English. Conquest of Northwest, Vol. 2, p. 691.
⁶² Ill. Hist. Coll., Kaskaskia Records.
⁶³ Wis. Hist. Coll., Vol. XVIII.
⁶⁴ Wis. Hist. Coll., Vol. XVIII.
⁶⁵ Ill. Hist. Coll., Vol. VIII, pp. 574-5.
⁶⁶ Ill. Hist. Coll., Vol. II.
⁶⁷ Ill. Hist. Coll., Vol. II.

HISTORICAL NOTES ON LAWRENCE COUNTY, ILLINOIS.

BY MARY TRACY WHITE.

We are all familiar with the fact that Lawrence County was one of the counties carved out of Edwards. And my paper is confined to that *part* of Edwards which is now Lawrence County and which has a history and will have a future one.

There were three prominent trails or Indian roads that ran through Lawrence County previous to the advent of the white men, these pathways having been worked out by buffalo, deer and Indians, long before the white man's appearance on the scene to build his home and introduce civilization. One of these trails was substantially the site of the old State Road now running east and west through the county, starting at Louisville, Ky., or, as the Indians termed it, "Bear Grass," and running to Cahokia, opposite the site of the present city of St. Louis, or just below it, on the eastern bank of the Mississippi River.

The middle trail was only two or three miles south of the one just mentioned and its route traced from Kaskaskia—first capital of Illinois—to Post St. Vincent (now Vincennes).

The third and shorter one started at Shawneetown, on the Ohio River, and ranged northeast in general conformity to the trend of the rivers, and westward to Mussel Shoals, a point one mile or so below the mouth of Indian Creek, which empties into the Embarras River a few miles south of Lawrenceville. There two of the trails blended into one pathway to the old Post (Vincennes), where all three trails united in a common course to Louisville—or the site of the present city.

Lawrence County formed a part of Edwards County, which was organized by territorial law December, 1814, and extended

from the present north line of White County to Lake Michigan, taking in Fort Dearborn, the site of Chicago. The Wabash River was its boundary on the east, the west the Third Principal Meridian. Old Palmyra, a town some three miles above Mt. Carmel on the Wabash River, was the county seat of Edwards County. Palmyria is now deserted and forsaken, a growth of timber has taken the places of the dwellings of the inhabitants. An act for the formation of a new county out of the counties of Edwards and Crawford was approved Jan. 16, 1821, and named Lawrence County.

The earliest settlements of the county were made along the old Cahokia trace, which followed the State Road, and on the Wabash and Embarras Rivers, hence St. Francisville was settled along the Wabash before 1803, perhaps at the beginning of the last century by the French. Joseph Tongas (Tongaw) was one of the first settlers in 1803—the village was laid out in 1835 by the widow of Joseph Tongas.

Charlottesville and Russellville were settled along the Wabash and Embarras Rivers, and the first wagon road laid out in the northern part of the county was between the two places, it was surveyed sometime in the twenties and is perhaps the oldest except the Shelbyville and the Lancaster; it is obliterated now by changes along lines, like many other primitive routes of travel. Along this road was the home of John Allison, who was undoubtedly the greatest deer hunter that ever lived in our county, being credited with as high as 14 to 20 killed in a day. The Allison's were among the first settlers of Allison Prairie, coming before 1812.

The first settlement in *Russell Township* was made at Russellville, the site of an Indian village, the town was called "Little Village." The grave of Little Turtle is still pointed out. The first settlers were Samuel and Jonathan Allison, whose name is borne by the Prairie. There was a fort built at Russellville for protection against the Indians. James and Thomas Fyffe (brothers) came to Lawrence County from Kentucky in 1814, and upon their arrival in the territory, they were obliged to take refuge in Fort Allison. After peace was declared they

left the fort and later entered land. The Fyffe brother's were Freeholders. (Edward P. Fyffe was the first child born of American or (English) parents in Lawrence County.) Jesse K. Du-bois born in what is Lawrence County, 1811. (There is some controversy about the above.) This fort was the earliest place occupied by white men, except St. Francisville. It is said that traces of the old fort are yet to be seen. There are a number of Indian graves of the mound order in that part of the county, with Indian utensils, charms, etc.; some of these are made of brass, while the hatchets are usually of stone. Flint arrow and spear heads are also found near the mounds in great abundance. Russell Township is an interesting locality, full of many curious facts and things of by-gone days, understood fully only by the vanished red man.

The old Shaker Mill at Charlottesville, *Petty* Township, was where most of the milling was done. There were a number of houses in the town and the stores did quite a thriving business, selling goods in the surrounding country to the settlers, but the building of the iron bridge at what is now the village of West Port was its undoing. The town of Port Jackson, higher up the river, was another sample of the strange changes in the mind of man. At one time it was quite a flourishing locality, having two stores and a cabinet shop. It is now a ford crossing of the Embarras River and with a farm house to mark the spot where it was. In 1818 there was but one cabin north of the State Road and west of the Ambrav River. This was the cabin of Peter Paragin; he was a great hunter. Aaron Vanatta came in 1820 and Thomas Bowen in 1822, and the Lewis's in 1824.

There was during the days of the early settling of the northern portion of Lawrence County and southwestern portion of Crawford County, an organized band of marauders, horse thieves, operating in every locality where they could secure booty, but whose headquarters seemed to be located in what was termed the "Dark Bend" in Crawford, many of these parties were still in and about the town of Chauncey in the year 1856, but so well organized were they that it was

impossible to convict them, and the individual who was so unfortunate as to have a horse taken and run into the "Bend" as it was called, might as well give up hope of recovery. Furnaces were found along the river where they were supposed to have made and coined counterfeit money. When the church building in *Petty* was being erected, among other things a history of this band was placed in one of the posts of the pulpit. This was believed to be a part of the celebrated league of the Miami, which was exploited in Emmerson Bennett's novel, "The League of the Miami." Efforts to find lead along the Embarrass River below Hardinsville is how the furnaces were discovered.

The most conspicuous early settlement in *Allison Township* was that of the Dubois family, (Records of land offices show them on Dubois Hills 1784-90—there in 1744—Store in year 1744, records) about a mile north of the present railroad bridge, on the bluff known as "Dubois Hills." The ground ran back to the Commons, a great glebe of 1,020 acres in this tract, (they had *many* other tracts). The Commons were enclosed with palings of split saplings to the height of ten feet, over which neither beast or savage might easily climb. It was the common pasture grounds for the entire populace in dangerous times, where they shut up their cattle, leaving their fields open. During the War of 1812 cannons were placed on the hills. The house itself, the most pretentious in two villages, in 1778, was full two stories in height, built of the native rough stone with a clapboard roof, and dormer windows. The house had been completed about five years, and it had taken as many to get together the building materials, brought as they were, by batteau, a light boat from New Orleans. A little portico shaded the front door, a large hall with a door at either end ran through the center of the edifice, a huge fireplace on one side and a stairway on the other; at either hand were two large apartments, the grand chamber or parlor with a cabinet, or guest chamber, behind it; opposite these the sitting and dining room. The upper floor was similarly divided. The house was finished with many articles of household

furnishings conveyed from France, so that the interior was elegant to behold. It is not often that one can trace the age and record of old furniture back to over a century and a half ago, but some of the furniture and the old yellow documents, portraits, silver, china and so forth are in possession of the Dubois family today. On this tract was planted the first orchard ever planted in the State before the War of 1812. Five or six years ago the writer visited this place and a part of one of the old pear trees was still alive and may be today.

About 1819 Toussaint, Jr. and Loire (or Larry) Dubois located on the claim made by their father, Toussaint Dubois, Sr. They were very active in building up the town of Lawrenceville. At the special May meeting of the County Commissioners Court, after the county was organized in 1821, a committee of two was appointed to select a site for a county seat, the following is their report, made the 16th day of May, 1821: The location is selected on the twenty acres on the west side of the Embarras River, 300 yards south of the Dubois Mills, on a ridge to the left of the St. Louis Trail, laid off in a square and designated as the center of said tract by a white oak stump with a peeled stake sticking by its side, as the "seat of Justice." This ground is situated on the old French claim of Toussaint Dubois, Sr. This tract contained many hundred acres. The site for the capital of the county was selected nearly central within the claim. It was surveyed and platted by John Dunlap, the 27th and 28th days of June, 1821, and placed on record Apr. 24, 1823. The deed for the twenty acres, which was *donated* by the Dubois's, was executed Sept. 15, 1821, by Jane Dubois, executrix, widow of Toussaint Dubois, Sr. and Toussaint, Jr. and H. Dubois, executors. The town was laid off three blocks square, with the block for the county buildings arranged in the center. The streets were 82 feet wide, and named as follows: those extending north and south were called Main and Market; those east and west Jones and Sugar streets. It is the oldest town in the county. Large maple trees then covered the present site of the town; in short, it was but a little hamlet within a sugar camp. As early as 1816 Cornelius

Taylor kept a ferry across the Embarras just above the bridge at Lawrenceville. The first house built within the limits of Lawrenceville was the hut of John Brigham, about 1816. The Post Office was established about 1821 or 22. At this time it required 25 cents to get a letter from distant friends. Valentine Bradley was one of the first postmasters. About 1827 the Dubois brothers erected quite an extensive distillery. For a time this industry furnished a market for all the corn for many miles around. The product was shipped to New Orleans in flatboats via the Embarras, Wabash, Ohio and Mississippi Rivers. This establishment was in running order until about 1843, when it was abandoned. A carding and fulling mill were also a part of the business of the town at that time; quite an extensive slaughtering and packing house furnished a good market for the pork raised in this region of the State. The first merchandise was sold by the Dubois brothers in 1821. The early milling was had at Vincennes, two attempts to construct a water mill had failed, then in 1820, Toussaint Dubois, Jr., and Henri, with the aid of the settlers, succeeded in constructing a dam, and a mill was soon erected. It was called a "corn-cracker."

Mr. Galbreth was the first "smith" to shoe the horses and mend the linch pins of the early settlers. His shop was situated a little south of where the court house now stands. This ground was then a wilderness of sugar maple, extending from his shop north to the river.

The first resident physicians were Gabriel Cochran, Dr. Barton and Wm. Anderson. For the first medical attendance the pioneers were obliged to send over to Vincennes.

The people of Lawrenceville had the distinction of listening to the preaching of the widely known and celebrated Lorenzo Dow in the year 1830. The same year was also the year of the "Dow Storm," so called by the pioneers. In his discourse at Lawrenceville he is said to have foretold the storm, which was so severe that it blew French carts across the river at Vincennes.

The deep snow occurred in the winter of 1830-31; this is one of the landmarks of the early settlers; it is the milestone, so to speak, from which he counts in dating events; nothing has equaled it for the last century. If the Indian traditions are correct as to what occurred before the advent of the white man, they had a tradition that about seventy-five years before, a snow fell which swept away the immense herds of buffalo and elk that then roamed over these prairies. This tradition was verified by the vast quantity of buffalo and elk bones found on the prairies when first visited by the white men. The snow began falling early in autumn, and continued at intervals, throughout the entire winter. The snowfall would be succeeded by heavy sleet, forming crusts of ice between the layers of snow, strong enough in many places to bear up the deer and hunter. Frequently for weeks the sun was not visible, and the cold was so intense that not a particle of snow would melt on the sides of the cabins facing the south. For weeks people were blockaded or housed up, and remained so until starvation compelled them to go forth in search of food. Great suffering, hunger and untold hardships were endured by the people. Game, such as deer, prairie chickens, quails, rabbits, etc., before that time had been abundant, but for years afterwards was very scarce, having perished in the snow. As the snow would thaw, deer were often caught and killed without the aid of firearms, being unable to get through the snow or walk on top. Later in winter, when the mass of snow or ice had become compact, fences that were staked and ridged were driven over with heavily loaded vehicles, and, in fact, the old settlers say in places it could not be seen. The snow in many places, was from 3 to 5 feet on the level. In the spring when this immense amount of snow melted, the river, streams and marshes became flooded. The sudden freeze in January, 1836, was another milestone from which the pioneer dated events.

Lawrence Township deserves favorable mention from the fact that it contains the capital of the county, and is among the first settled precincts of Lawrence County and bears the same name. One of the first to brave the wilds of the western

frontier was John McCleave, a native of Maryland, born in 1778. When a mere boy his parents moved to the state of Ohio, where he grew to manhood. In 1801, he married Mary Benefiel, and remained in Ohio until 1814, when he moved to Illinois (then territory), and first stopped in the north part of Allison's Prairie, not far from the present site of Center-ville. The Indians then being on the warpath, he was obliged to move his family into the "fort" (Fort Allison) for protection, where they remained until the spring of 1814. After the conclusion of the treaty with England relating to the War of 1812, the Indians became peaceable, and the people left the fort. Mr. McCleave located across the river from Vincennes, where he remained until the following spring, when he moved over the river and stayed one year. In the spring of 1817, he again came to the Illinois side and permanently located. He built a small camp, made of puncheons, and commenced the life of a pioneer. He entered quite a tract of land, which he subsequently improved. He was a good citizen and kind neighbor.

A prominent pioneer was Colonel Spencer, who permanently located in Section 2, Township 3, Range 12. He had been here several years prior to this settlement; he improved a good farm, and was very popular with his neighbors. In early times all male citizens of certain ages, were required to muster, and devote a portion of time each year to train as militiamen. Mr. Spencer was elected a colonel of a regiment, hence his title, and he was ever afterward known, by his acquaintances, as Col. Wm. Spencer. He was also elected County Commissioner for some years. At his coming, there were three pioneer children—Jane, Fannie and William; one son, George, who was born in the precinct. From best authority, Col. William Spencer was among the first white men to locate in this precinct. He had built a double log cabin on the Embarras River, at a point where the "old trace" crossed. This was about 1806. With the exception of one or two cabins further west, there was no other habitation between Vincennes and the old French town of Cahokia. In 1816, we find Mr. Spencer

located in Section 2, Township 3, Range 12. David Grove came from Pennsylvania in 1816. Another pioneer of 1816 was Isaiah Lewis, who migrated from Kentucky with a large family. John Buchanan also came from the South as early as 1816. The Rawlings family were from Kentucky, and located here in 1816. The old gentleman was very aged when he made his advent here, and lived but a few years. Robert Benefiel came from Ohio in 1818. James and John McLean came from Kentucky in 1817.

Lukin Township began to receive settlements about 1816. The Ruark family were the first settlers. William Kinkade was a pioneer author, preacher and legislator from Lukin. In the year 1823-24 William Kinkade represented the counties of Wayne and Lawrence as senator in the State Legislature. The fight for the convention to establish slavery with the people of the State was on. He was one of the few lucky men who succeeded in getting a hearing, and made a strong speech against it. As a *minister* of the gospel, he established one of the first church organizations in the county. This is what is known as "Old Spring Hill," two and one-half miles southwest of Bridgeport. Spring Hill was quite a large and influential congregation; it is now forsaken. This congregation had the distinction of listening to the preaching of the widely known and celebrated Lorenzo Dow in the year 1830. The first Methodist church erected in Lawrence County was in Lukin Township in the year 1831—however the *class* was organized in 1819. One was also built on Allison Prairie, near Centerville about the same time. The first regular school taught in the county was in 1817 by George Godfrey. The school was conducted within a fort that had been erected in Dennison Township.

Tanyards were an institution of pioneer times, and but two of these are known, Baldwinsburg and Hoops. The Hoops was located in Lukin Township and Baldwins in Dennison Township. An oil mill for the manufacture of linseed oil, at least two carding mills for wool, there were "old mills" at Charlottesville, Vanleets or Osborns on Indian Creek south of Crossroads school house, Arpaugh's east of Bunker Hill school

house, Sumner's on the Samuel Sumner farm and one on the old State Road west of Thackera's school house, also a store here, and the mill at Smallburg. A description and picture of the old Sage mill at Lawrenceville was recently in the Lawrenceville papers.

Bridgeport Township was settled by Samuel and Rezin Clubb in 1817, followed by James Lanterman, who came to this county driving an old Virginia wagon drawn by six horses; he bought his section from an old Indian and squaw for a quart of whiskey and a half side of bacon. Robert Drennan, Richard McCann and another young man came with him. Nathan Rawlings settled on Section 8 in 1817, and Henry Bennett on Section 17 and William Martin on Section 18—as well as Thomas Fish. Samuel Newell came in 1816 and Samuel Stewart in 1817.

Bond Township was settled as early as 1813 by the Lackey's and McCord's. In 1815 Leonard and John Morris (negroes) came into the fort at Russellville and afterwards formed the first negro settlement. The mother of "the Morris's," whose husband was killed by the Indians expressed the revengeful desire, that a cannon be placed on Dubois hills to exterminate the Indian race. In eighteen hundred and nineteen the Shakers formed a community near Charlottesville, about 40 of them; they held their property in common, and all business was transacted through a board of trustees, Daniel Rankin and David Gallaher, were members of the first board in 1819. They built two houses, the men living in one and the women in the other; the Shaker mill soon followed. In 1818 William Childress came from Tennessee and Edward Mills and John Dollahan, a Methodist preacher, who planted the first orchard and laid out the first cemetery in the township; James Bryant came in 1819.

The first settler of *Christy* Township was Benjamin Sumner in 1817, and Summer was platted in 1854. Dick King was the first inhabitant of the new town. Other portions began to settle, towns were laid out, some of which remain and some are gone to wreck. There have been at least five attempts to

build towns in the county, not counting Old Palmyra, which properly belongs to Wabash County. These were old Charlottesville, Hadley, Baldwinsburg, Olean and Smallsburg. This last was close to the trace crossing at Mussel Shoals and was really where "Small's Mill" was located, known of late as Brown's Mill" (the old stone wheel is yet on the bank).

According to a book entitled "Illinois in 1837," published in Philadelphia by the census of 1830 the population of Lawrence County was 3,668. Also that the other towns in the county are Stringtown, on the Embarras River above Lawrenceville; Russellville, on the Wabash and Smallsburg a few miles below Lawrenceville on the Embarras, but on the map Lawrenceville and Smallsburg are the only towns indicated.

In the Circuit Clerk's office in the Lawrence County Court House is found "A bill for a sale of lots;" it reads like this:

TOWN OF SMALLSBURG.

"Town of Smallsburg is pleasantly situated on the western bank of the river L'Embarras, about one and a half miles from its confluence with the Wabash, and about six miles west of Vincennes, on the Great Road leading to St. Louis and Kaskaskia; and is in as fertile and healthy tract of country as any in the Western World; and perhaps there is no site for a town, west of the Alleghaines, possessed of more local advantages. The L'Embarrass, at that place, affords one of the best "Mill Seats" in the western country, which has on it now a complete Saw mill, and a Grist mill is erecting, that will shortly be in operation. It enjoys all the advantages of river navigation, as any boats, which float on the Wabash can at all times come up to the mill without obstruction. The town is laid out at the cardinal points of the compass, which completely correspond with the course of the river at that place.

Smallsburg is laid out on a liberal scale, with a view to the convenience and gratification of its inhabitants. Front Street is 90 feet wide; Main and Market Streets, which cross

each other at right angles in the public square are each 90 feet wide, and all the others are 66. The alleys, which divide the lots in due order, are each 16 feet wide.

The town is laid off in 24 blocks, exclusive of the public square, which contains one block; each block comprises 12 lots and each lot contains 7,500 square feet. The proprietor intends laying out the residue of the tract on which the town stands, amounting to 255 acres, in out lots of two and one-half acres each, which he will dispose of on equitable terms.

CONDITION.

The Proprietor, in order to quicken the settlement, and promote the growth and prosperity of the town, gives to any good mechanic or other citizen, who will take and improve a lot within 18 months after the date of his certificate of donation, (which binds the donor to make a title in fee to such lot), by fabricating a commodious home, of frame, brick, or stone, composed of 2 rooms, not less than 16 feet square each, well lighted with glass windows, and furnished with two fireplaces; subject to forfeiture to the proprietor, if each donee shall fail in a complete compliance with the foregoing stipulation. The Proprietor, without discrimination, gives, on these conditions, all the lots numbered with even numbers, such as 2, 4, etc., etc., reserving to himself those known by uneven numbers, as 1, 3, etc., etc.

There is now nearly completed at the spot, an excellent Turnpike Bridge, which will be of great utility to emigrants to the West; and an extensive Tannery is preparing in the suburbs of the town, the valuable advantages of which it is unnecessary to explain. As this town is equi—distant from Palmyria, the seat of Justice in Edwards County, and Palestine, in Crawford, which are more than 40 miles distant, the presumption is strong, that ere long, there will be a new county laid off from part of both, and that Smallsburg will be the seat of Justice. There is no town on the waters of the West, which offers more inducements to the enterprising emigrant. The

healthiness of the climate, the rich soil of the surrounding country, the rapidly increasing population of the neighborhood, into which so strange a tide of migration is flowing, its beautiful situation on a navigable river, which will soon bear on its bosom the rich products of a land of inexhaustible fertility; these advantages, combined with the easy terms offered by the Proprietor, certainly present the fairest field for the exercise of capital, industry and enterprise, of any town in the Western Country.

Nov. 3, 1819.

JOHN SMALL.

Blackman, Printer, Centinel Office, Vincennes."

The newspapers, lawyers, doctors and merchants of the county have histories. Apropos of this, old Dr. Adams organized the first medical society west of the Allegheny Mountains, there have been some writers of books in the county. According to Chas. M. Thompson of the University of Illinois, the Lincoln's crossed the Wabash River near Vincennes and traveled the Vincennes-St. Louis stage road as far as Lawrenceville, turning northward there and passing on through Palestine.

Historic old "Plank Road" is deserving of mention here. If you have ever gone from Vincennes to Lawrenceville or from Lawrenceville to Vincennes you have passed the "Halfway Place" (Charles Crews' residence), then on the "Wayside Inn" that was kept and conducted by a man named Carnes, when the road was the mail route, or stage line from Cincinnati to St. Louis. The two-story Inn kitchen was taken down forty years ago. The Cottage Inn was removed only a few years ago. The highway by which this noted inn was kept is called the State or old Plank Road. The State recognized the importance of this highway through the swamps of Allison Prairie and appropriated a fund and made the grade and gravel road, and after this work was done the State transferred this part of the highway to a company (the Plank Road Company), who laid this highway with Plank and established tollgates, thus you see *why* it was called the State Road, and *why* it was afterwards called the *Plank* road. This road is identified with the early

history of Illinois and is one of the pioneer highways of the State. It was the gateway to the wild west and the gold fields of California. It was one of the highways from the rough and rugged peaks of the Allegheny Mountains to the rich and fertile soils of the Mississippi Valley. The combination bridge at the east end of this road that crosses the Wabash River, is partly wooden of ancient design and partly iron with a combination drawbridge in the middle." This information about the Plank road was furnished me by Charles Crews.

The government of the county was started with John Dunlap, James Lanterman and William Martin as county commissioners; Toussaint Dubois, Jr., as clerk; Samuel H. Clubb, treasurer and assessor; H. M. Gillham, probate judge; William Wilson, circuit judge; Toussaint Dubois, circuit clerk; Henry Dubois, sheriff; J. M. Robinson, prosecuting attorney; Robert Benefiel, coroner; and J. Dunlap, county surveyor.

In 1821, at the time of the organization of the county, a very large portion of the public land had become the property of individuals, and in order to show clearly what parts of the county were settled, and who the settlers were prior to 1821, the names of all the gentleman freeholders were given at the formation of the county and *only* gentleman freeholders could serve on the grand jury. There were about 250 gentleman freeholders and probably as many squatters; one-fifth of the area was in the possession of the gentleman freeholders. At the formation of the county there were 2,250 people. There were thirteen marriages the first year and ten estates put under administration. First will probated was that of John Purgin in August, 1821. Among those who taught schools in the county limits from 1817 to 1819 were Mrs. Clark, Agnes Corrie, George Godfrey, Isaiah Lewis, Larkin Ryle, John Martin, James Marney, Borden and Kenney. The school teacher and the preacher went hand in hand, in many instances performing the same office, and the same rude, log structure served alike for school and house of worship. Among the early resident ministers were the Reverends McCord, Stone, Clark, Ramsey, Collahan, Borden, Kinkade, Travis and others, among whom was squeal-

ing Johnny Parker. The Circuit riders often came into the county; among the most noted were Peter Cartwright and Lorenzo Dow.

Few people in Lawrence County know that it was originally named Dubois—after Toussaint Dubois, Sr., who settled on Dubois hills on or before 1778. On Jan. 4, 1821, the committee on organization for Lawrence County of the State Legislature reported, and Representative Blackwell of St. Clair moved an amendment giving the new county the name of Dubois; this bill was approved and passed, and three commissioners were appointed to meet at the house of Toussaint Dubois, Jr., until suitable buildings were erected. Unfortunately, when the people were not thinking of such a thing, the name was changed to Lawrence. In 1824 the county was composed of three townships, Allison, Lawrence and Fox. At the time of the adoption of the township organization, the county was divided into eleven voting precincts, called Russellville, Allison, Wabash, Bond, Petty, Shidler, Perry, Bon Pas, Johnson, St. Francisville and Lawrenceville. December, 1856, the County Court appointed Peter Smith, William Adams and Walter Buchanan to divide the county of Lawrence into townships; eight townships were formed, Perry (now Petty), Bond, Russell, Hardin (now Christy), Lawrence, Thompson (now Allison), Marion (now Lukin), and Dennison. Christy Township was divided into two townships in 1872, making Bridgeport.

The early division of the county into militia districts had nothing to do with its civil government. There were six militia districts. Election for company battalion and regimental offices were held in June, 1821, at the home of Isaiah Lewis, by Victor Buchanan, Richard McCorele, Cornelius Delong, Peter Price and William Adams. After having provided for military protection the court directed its attention to home comforts, granting licenses to Cornelius Taylor and Elijah Lamphere to keep taverns without confining them to any locality. The prices which customers were to be charged were stipulated in solemn order, meals, 25c; lodging, 12½c; each horse fed,

12½c; horse, full day, 50c; per ½ pints whiskey, 12½c; French brandy, 50c; Jamaica spirits, 50c; Holland gin, 50c; domestic brandy, 25c; wine, 50c; peach brandy, 25c; and domestic gin, 25c. Frequently the quarter cents were used as well as the half. The fact of so many brands of liquor being kept on tap leads us to think that the old settlers were rather inclined to indulge. H. S. Campbell was licensed to keep a "tippling house." These licenses were \$3.00 each. Squire Anderson paid to court \$2.00 fine collected for profane swearing. Swearing, common and profane, is no longer a source of revenue. Squire Clubb now had \$11.00 in the Treasury.

PUBLIC BUILDINGS.

First building was a stray pen constructed by Sheriff Dubois for cost of \$7.75. Court next proceeded to construct a jail, same to be 17 feet square, two stories high, made of hewn logs, double walls and the space filled with rocks, cost \$625.00; built by Cornelius Taylor and Isaac Fail, and finished March, 1822. In August, 1822, Court contracted to build a court house of brick for \$1,500.00; it was finally finished in July, 1824. It was in such a poor condition that it had to be abandoned. The June term of 1825 was held at the home of Richard Mieure and the December term at Hiram Wade's. Gabriel Cauthorn's house sheltered the Court during March, June and September terms of 1826. Meanwhile the county had contracted with Joshua Bond to finish the court house at an expenditure of \$2,500.00. He was paid the full amount in 1826.

CIRCUIT COURT.

The first Circuit Court was held in the home of Toussaint Dubois, Jr., in June, 1822, with Judge Wilson on the bench; J. M. Robinson, prosecuting attorney; Toussaint Dubois, Jr., clerk; and Henry Dubois, sheriff. The sheriff called upon the following "gentleman freeholders" to form the grand jury: Samuel Harris, William Spencer, Larkin Ryle, Daniel Grove, Benjamin McCleave, Rezin Clubb, Benjamin Sumner, Samuel

Ramsey, William Howard, Abraham Cairnes, Scott Riggs, Thomas Anderson, William Adams, Eli Harris, Daniel Travis, John Berry, Ezekiel Turner, Joseph Clayton, James Beard, Joseph Adams, Wm. Bennett and John Hindman. Col. Daniel L. Gold in his sketch of "Lawrence County" mentioned "The *Grand Jury*," and added the following: "After being charged as to their duty, they retired to the woods, *very probably* for *consideration*."

EARLY FERRIES.

A number of ferries were established in an early day. James Gibson's on the Wabash was the most important; Daniel Keykendall also kept one. The third one was kept by Elijah Lamphere. Valentine J. Bradley and Caius M. Eaton established a ferry across the Embarras at Lawrenceville in June, 1825. At the same time James Nabb and John Fail were licensed to run a ferry across the same stream at Yellow Banks. They were a source of revenue to the company.

TAVERNS.

The number of taverns increased with the population. The tavern of 1820 was a different institution from the "saloon" of our modern times. Taverns were usually found in the county seats, on the stage roads, and at ferry landings. The tavern-keeper was, as a rule, a leading man in his borough. He was well informed, for it was he, who gathered the news from the traveling public. Here is a list of all who had been licensed in the first five years of the county government: Cornelius Taylor, Elijah Lamphere, H. S. Campbell, Daniel Keykendall, James Nabb, Mathew Neely; Jonathan Marney, Jesse M. Grant (Grant was also Justice of the Peace), Edward Rathbone, John Bush, Samuel H. Clubb, Michael Stufflebeam and Delilah Matson. These thirteen taverns paid each a small tax, none over \$3.00. They gave bond to keep orderly houses, and were licensed because the public good demanded it.

Mr. Perry Lewis was in the business of building flat boats about the year 1845. New Orleans being a great and attractive market on account of the outlet down the river, this proved a good venture for him, he making sometimes twenty dollars a day in turning the sales of his boats. The boats would start on the Embarras River loaded with corn, hides, wild honey, etc. That was a great business in those days and Lawrenceville was a lively, busy point until about 1848, having a large trade with the South. An interesting feature of the store business about 1835 in Lawrenceville was the keeping of the big (wool) and little (flax) wheel for the spinning of yarn to be woven into clothes; shot, powder, lead, etc., were among the things kept to be exchanged for furs, and the skins of wild game. The storekeepers were very chary of buying farm product of that time—the butter, on account of “milk sickness,” which was considered incurable and dreaded like the cholera, it was hard to be located and was always in some other locality than the one where it was said to be.

Licenses to teach school at that time were issued by the county clerk.

Upon the building of the B. & O. Railroad in 1848, the community was thrown into a great state of excitement on account of the refusal of Mr. Aaron Shaw to give the railroad the right of way through his land, thus forcing the road to build its station a mile below the town. The first train which started on its tour of inspection over the new road stopped to take on the Hon. Jesse K. Dubois, and the whole county turned out to see the first train.

Lawrence County never had but one man nominated and elected on the State ticket—Republican or Democrat. When the first Republican convention was held much fear was felt among the northern and middle State delegates as to the support of Southern Illinois; Abraham Lincoln, himself a candidate for President of the United States, told the delegations “not to worry—that a friend of his, a redheaded Frenchman from Lawrence County was on the way, and he would take care of Southern Illinois,” which he did, and Jesse K. Dubois

of Lawrence County was nominated and elected to the office of State Auditor on the first Republican State ticket in Illinois, the "Lincoln ticket" as it was called. He served several terms and was called the "Nestor" of the war administration, and *through* him Lawrence County has the honor of being one of the few southern counties in which our great emancipator visited. Tradition has it, that when the Lincoln's came into Illinois across the Wabash, they camped at the foot of the Dubois hills, and as it was the custom in those days for the settler to extend the hospitality of their homes to the campers; that young Dubois, a lad just home from college at Bloomington, Ind., went on this errand for his mother—but two years difference in their ages—it was natural for the young men, Lincoln and Dubois, to become friends; but, be this true or not, they were always fast friends. Dubois went to the Legislature at Vandalia when only 21, and Lincoln was there also. Lincoln made several visits to Dubois hills, going into Vincennes and over to Lawrenceville. Uncle Jimmie Eaton (now of Bridgeport) remembers well when Dubois brought Mr. Lincoln into his father's grocery store (where Dr. Cannett office now is) to meet his father. At that time, they were all Whigs. He also conducted a lawsuit in the Lawrence County Court House for Mr. Dubois.

COPIES OF THE DUBOIS-LINCOLN LETTERS.

LAWRENCEVILLE, 1st Sept., 1856.

DEAR LINCOLN:

If you could stop down here one day next week during our court and make us one big rousing speech I would give you my hat but if you can not why I will think as much of you as ever.

Yours,

JESSE K. DUBOIS.

SPRINGFIELD, ILL., May 12th, 1860.

HAMLIN TAYLOR:

MY DEAR SIR:

This will introduce our Auditor of State Jesse K. Dubois—you may safely confide in him, and in all others in

whom he will advise you to confide. Our old friend William Butler will also be on the ground.

Yours very Truly,

A. LINCOLN.

The above note was handed me by Auditor Dubois at Chicago at the National Republican Convention previous to the nomination of Mr. Lincoln for President at that convention.

HAMLIN TAYLOR.

Jesse K. Dubois was county judge at the time he wrote the above letter from Lawrenceville to A. Lincoln.

After his death this letter was found among Mr. Lincoln's effects and returned to the Dubois family by his son, Robert T. Lincoln. When Mr. Dubois took his family from here to Springfield, the Lincoln's had a home prepared for them. Their friendship never was broken, and when President-elect Lincoln left his home, never to return, Mr. Dubois was one of the few men who accompanied him on the train to Washington, and when the dreadful news came of our President's assassination he was sent on to Washington to accompany Mr. Lincoln's remains home and was one of the active pallbearers.

Lawrence County also had the distinction of having the national committeeman of the Republican party for the Northwest during the Lincoln campaign, in the person of Jesse K. Dubois.

An early resident on Dubois hill was "Billy O' the Bow," a colored man, who, with his wife Seeley, had their apartments in a hollow sycamore tree; here they dwelt together in conjugal bliss, till the latter was cruelly shot by an Indian. At the north foot of the hill, was the home of Archibald George, who, with his family of four or five children, settled there about 1820.

In the vicinity of where afterward stood Small's Mill, occurred the capture of Col. Francis Vigo by the Indians, in 1778. Vigo, with his servant, as the messenger of Gen. Clark was proceeding on his way from Kaskaskia to Vincennes, when he was siezed, stripped of everything he possessed and carried

as a captive before Gen. Hamilton. The result is a matter of general history.

The Lawrence County Agricultural Board was organized in 1858; the society purchased five acres of ground, for which they gave \$200.00 (it is now the Hennessy farm); for a time the enterprise was prosperous; with a few rainy seasons and too much fair in the county (Bridgeport had organized a society a few years later), both became swamped. The last exhibition was held in the fall of 1878.

On the side of the old Dubois Mill on the Embarras River north of town in 1833 Daniel Payne constructed a mill; later it was owned by Ryan and McClean; Mr. Cole took possession of it in 1880; then the Price Steam flouring mill was established in 1880 by W. C. Price. The early *newspapers* were Democratic Herald, F. C. Meserve, editor; Rural Republican, C. B. Day, editor. *Hotels*—Union House, Lawrence Roby, proprietor; Watts House, Mrs. E. Watts, proprietor. *Physicians*—W. M. Garrard, C. W. Carter, Silas Hall, E. H. Robinson. *General Merchandise*—T. W. Roberts, Robertson Bros. (as early as 1865 and maybe earlier). *Groceries, Hardware, Queensware, etc.*—As early as 1866 or 67—Ed. Tracy, F. R. Watts, Cole & Barnhouse, John H. Roberts, Wm. Roberts, and G. M. Carr came some years later. *Druggist and Pharmacist*—Edward Schmallhausen. *Grain and Lumber*—S. P. Barton. *Furniture and Undertaking*—B. H. Propes & Son. *Blacksmiths*—W. C. Gilbert, Fred Pierce. *Wagon and Repair Shop*—Joseph White. (His father, Silas White, had the shop in a very early day.) *Barber*—Logan Harmon. *Meat Market*—John B. Evans. *Carpenters and Builders*—L. Selby, James Struble, J. B. Hiskey, John Johnson, Daniel Swinehart & Son. *Gun and Locksmith*—John Tromley. *Insurance Agent*—Charles Teschmacher. *Real Estate Agent and Abstractor*—A. I. Judy. *Lumber, Grain and Agricultural Implements*—Hardacre & Musgrave. *Stonemason*—Michael O'Rourke. *Plasterers*—George Clark, John Simms. *Shoemakers*—Wm. Walton, Isaac Hall. *Tailor*—Philip Shafer. *Painter and Glazier*—Osmon & Son. *Postmaster*—John H. Roberts.

Edward Tracy was quite a factor in helping to build up the town from 1866 until his death in 1903, he having a grocery store and built three large two-story brick business buildings, several houses to rent. He at one time had a tinshop, a meat market and bought and sold stock and owned 500 acres of land south of town and owned his home on State Street, which extended north to the river.

"Why Lawrence County and Southern Illinois was called Egypt." Many years ago, when settlers first began to be numerous in Northern Illinois, there was a crop failure in that section, but in the older settled Southern portion of the State the corn crop was abundant, so the Northern Illinoisans hitched up their wagons and went South after corn. The resemblance of their errand to that of the sons of Jacob was evident, and so they called their journey "going down into Egypt."

It will thus be seen that Lawrence County is one of the earliest settled portions of Illinois.

While Vincennes, our great radiating point, has her history, the Harrison House, Fort Sackville, etc., we, too, have some things worth knowing about.

Lawrence County has a historic house and one of the few houses built with a "False Front." It was built by Capt. John Riley, father of Henrietti Riley and of Mr. Daniel Gold's first wife. The house was at one time inhabited by Daniel Gold and many prominent men were entertained there.

Lawrence County has a number of Revolutionary soldiers buried within her limits and has the added distinction of having a living daughter of the Revolution, Mrs. Lucinda Porter.

Lawrence County erected the first house in the State for school and church purposes, established the first church organization in the State with a house in which to worship, and gave to the State Legislature William Kinkade, an uncompromising advocate of freedom and foe of slavery in the memorable struggle of 1824 and the three great trails as I have mentioned before passed through our county.

Lawrence County has one dark blot upon its escutcheon upon which we do not care to dwell, "The hanging of Elizabeth Reed."

Let us wake up. Shall we lie still longer? We have waited too long now; many of our pioneers have passed away, yet we have some left who were born in the county from seventy-four years ago to ninety-four. Shall we gather facts from these remaining few of our aged citizens or slumber on until it is too late to establish the truth?

We have the story of our great ones of this county, but there are many lesser ones deserving of recognition. Lawrence County is approaching her century of organization; as a component part of our magnificent State shall we not take our share in the great work of preparation for the Centennial of our State in 1818 and the Centennial of our county in 1821?

Let us wake up to our obligations, historically; bring out our heroes, graven their deeds on the pages of history, display our points of interest and our wealth, and let the State know that Lawrence County is ready to do her part.

I have only *touched* on the very early history of Lawrence County. I hesitate to mention names of *late* years, for there are others, but will speak of this *one* item of interest among our heroes of today. Prof. Maurice Tanquary, who arrived here recently from a three years' stay in the Arctic regions, was sent out by the State University of Illinois under the leadership of Donald B. McMillan, and they have thoroughly proved the non-existence of Crocker land, the supposed new Arctic Continent. On the return trip Prof. Tanquary was the first to reach land. Other members of the party were left at North Star Bay.

NOTES.

1. Aaron Shaw did not want to give up any of his land for the railroad and he said he would make a "sheep ranch" of Lawrenceville. This is why the B. & O. station is a mile from town on Dubois land.

2. Silas White and his wife Cynthana and 12 children, James, Edward, Harry, Milton, Joseph, Benjamin, Silas (these all were in the Civil War), Austin, Harriet Ann, Maude, Hannah and Sarah, came to Lawrence County from Muskingum County, Ohio, the latter part of 1847; came on boats to Evansville and were met there by an uncle, who brought them through in a wagon, some riding, part walking. He opened up a wagon shop on West State Street (across the street from the James Dickerson home) and worked at that as long as he lived. He died November, 1864. Joseph and Silas continued the work. All buried in Lawrenceville Cemetery.

3. William and Susanne Dubois Jones had a most pretentious house for those days (along in 1807); two-story stone house where the Charley Irwin house now stands.

4. Dubois and Mieuire families were "old French families." Susanne "Fiddle," a French servant, raised the children of these families and died at the home of James Fyffe.

Richard Mieuire and later his son W. A. J. Mieuire, kept the Mieuire Hotel. They also had a general store, W. A. J. leaving the store and everything to be Captain in the Civil War. He died in Cape Girardeau, Mo., of typhoid fever Nov. 3, 1861.

5. John Baptiste du Bois, his wife Euphrosyne and three sons, Francois, James and Toussaint, lived at Post Vincennes, John Baptiste having a general store there as early as 1744. His son Toussaint Dubois, for whom Dubois County, Indiana, is named, lived on Dubois Hills across the Wabash River from the Post as early as 1774 (now the Illinois side, then the N. W. Territory). Educated in France at the same school which Father Rivet attended, he was a brilliant, handsome, educated Frenchman of noble birth. An intimate friend of William Henry Harrison, he was sent by him to confer with Washington over supplies and was one of the first trustees of Vincennes University. He was also Captain of the Scouts and Guides War 1812, and the last man sent by Harrison to confer with the Prophet. It is said that the famous underground passage from the Harrison house led to the river, where those seeking safety crossed the river and took refuge on Dubois Hills, where cannons were placed for the protection of the settlers. One night when Toussaint Dubois was away at a conference with the Indians, a band of them appeared at sunset at the Dubois home and asked Madam Dubois for her youngest child Jesse K., aged about 2 years, saying that if it were true that the "Dubois" was their friend she need not fear. Madam Dubois placed the infant in their arms, knowing that he was being held as hostage and that the lives of the settlers were in great danger. All night, history says, she paced the floor weeping and torn by anguish, but at sunrise she saw the Indians coming up the hill carrying her boy, who had been formally adopted as their chief's son. Just before the Civil War, Jesse K. Dubois was sent by the United States on a secret mission to the Indians west of the Rockies. He was received with every courtesy shown to a chief's son, and was allowed to have photographs of the chief's wife and sons taken, a thing unheard of in those days, blanket Indians, as they once were, not as now. Toussaint Dubois was drowned in Little Wabash returning from Kaskaskia. He was a partner of Pierre Menard and Francis Vigo.

6. Prominent colored families in an early day were the Morris's, Portees, Gowens, Bill McGiffie (who was Capt. W. A. J. Mieuire's bodyguard during the Civil War and is living today), and Simm's, Mammy Sally being almost indispensable to the white families, and the Dunsons and Tann's.

7. Dr. Garrard and Dr. Powell were the prominent physicians and practiced all over the county. John Coburn and Will Musgrave were the first to buy and sell wheat and poultry. The Garrards and Coburns came in about 1856.

8. Cal. Bosley, Ling Selby and Elmus Ryan were the carpenters in about 1856.

9. Alvin W. Tracy lived in Vincennes and had a general store, also conducted the ferry between Vincennes and Lawrence County.

10. Edward Tracy conducted a grocery store and made trips down the river on flat boats to New Orleans, taking corn and staves. Cal Bosley was the pilot in 1872-73.

11. In 1856 the town formed a company and drilled for oil. Tom Seed was the driller and Andy Larned of Pennsylvania had the contract. They first drilled on the Dollahan farm, no success, then on the bank of the river by the old Seed mill; drilled down 600 feet, struck so much limestone that the tools "got in" and they had so much bad luck, the money gave out, so they gave it up.

12. Henry Clubb's father built the Selby House; it was an "Inn" where the stages stopped between Vincennes and Lawrenceville. He also built the Gilbert House for Sammy Miller, who had a big store (general). He had been away and died of cholera on the train and was brought through town in the night by Deck Gardner of Vincennes. The Maxwell House (where Everet Lemmans now lives), he built, Club House on the hill (which was the finest in town), it was all tongue grooved and kiln dried by Tom Seed, the son of Hugh and his two brothers (Hugh) Moses and Andrew, for his home. It has been moved and is in a state of good preservation. It is at present owned by Dr. Duncan.

13. G. W. Wise and Will Clark had a large general store. The street behind our old home was the principal street in town and was built up with fine warehouses filled with corn and staves, etc.

14. Lawrence County was settled by the French.

15. "Cheap John" was a character of old times. He was an auctioneer and always came to town during court with a spring wagon loaded with goods to sell and his funny sayings made the natives all "he haw" and crowd around and "bid" on the goods.

16. The Seeds came from Ireland in a very early day. Gillespies, Goulds and Kinkades were prominent early settlers.

17. The Moore's were an old family of Lukin. They came early before the Revolutionary War.

18. The Seed family have their history back to the Battle of Boyne in the year 1690, coming here from Downpatrick, Ireland, in 1836. This family intermarried with the Gillespies, Mieures, Goulds, Orrs, Akins, Ryans, Kinkades.

19. While the exact date is not known, it is certain that the first Sunday School in Lawrence County was organized in Lawrenceville in June, 1840, by John and Moses Seed. While they were reared in Ireland, they told of the Sunday schools in England and the great good they were accomplishing. On solicitation they started a similar school in a carpenter shop on the west side of what is now known as the public square. The building was a loghouse. Although there were three churches in Lawrenceville at the time—Methodist, Christian and Presbyterian—this was a union Sunday School. The first lesson taught was the 2d chapter of Matthew. The class of boys from 10 to 13 years was composed of John and Albert Badolett, John and Wm. Miller, John Powers, Addison and Crawford Lewis and James Eaton. All have passed to the great beyond except Mr. Eaton, who still continues in Sunday School work.

20. Commencing at Vincennes, the first tavern was kept by Samuel Miller; it was located on the southwest corner of the block occupied by the Maxwell Motor Car Co. on State Street. The next "Stand," as they were called, was near the western line of the county at Kennedy Clubb's, a little later the Mieure Tavern was opened in Lawrenceville. Mrs. Ellen Watts later kept it. Mrs. Caroline Ryan, née Shepherd, to whom the writer is indebted for some of the above facts, has lived in Lawrenceville since 1849, her ancestors coming over with William Penn to Pennsylvania. Her grandfather's name (on her mother's side) was Hammet. She married Capt. Elmus Ryan, one time sheriff of Lawrence County; also her son Edmund served as sheriff.

This Mrs. Susanne Dubois Jones Mieure was fullblooded French and showed it very, very decidedly in looks and talk (Mrs. Ryan remembers her and says she was very cross and scolded so much, but you know I think it *sounded* that way to her, being a different language or broken English); she said the French meals served there were famous and considered fine. Later the Spencer "stand" was opened where the Ed Tracy home now is. When the excavations were made for this Tracy home, they dug into the old pavements and foundations of this old Tavern, also the old *well*, of the most peculiar tasting water, was still there.

21. John Adams was the first agent at the old O. & M. offices, was there 25 years.

22. The ferryboat ran across the Wabash from the Dubois hills to Vincennes. James Gibson was the pilot. One year the Dubois had one or two thousand bushels of corn; Jesse K. and his wife were both sick, Larry who lived with them was drunk (Larry was the father of Henry of Vincennes), no one to sell it, so his two little girls, Jane and Susan, had to take it across the river to Vincennes to sell it, got the money in silver, carried it in sacks and they could hardly take care of it. The ferryman helped them.

23. On the corner of the Eleventh Street and State stood a two-story house (one of the oldest in town), built by the Dubois's and called the old Broadway. That is the house they held court in, and Eliza Kinkade Burilin taught school there also. The house was moved and is still standing.

24. In later years where the Hennessy farm is the Dubois's had a sugar grove; they had big times when they would all gather there and "boil the syrup down."

25. Rev. W. S. Hennessy was a pioneer Methodist preacher, born in Baltimore, came to this county in 1839.

26. Doctor Washburn was one of the first physicians; came from Kentucky.

27. Old Uncle Wesley Clark had a coopershop where Joe Burnstein's home now stands (he was a brother of Mrs. Durkee, who kept a boarding house). The barrels that were used to pack pork in to ship to New Orleans and the staves that were shipped were from this shop.

28. Caius Eaton gave the land to the Christian Church people.

29. Henretti Riley gave the ground for the Presbyterian Church.

30. Some say Miss Jane Gray, a school teacher from Ohio, gave for the Methodists, others that the Dubois gave it.

31. Ann Coburn, mother of Mrs. Wm. Garrard, was Superintendent of the Presbyterian Sunday School for a great many years. She was born in Kentucky Oct. 18, 1795.

32. Ben Pargin, a great hunter, had 40 dogs, would bring them to Doctor Garrards for a hunt. The family would bake Cracklin corn bread for dogs.

33. Allen G. McNeece, born 1793, lived to be nearly 100 years old, and Catharine Crews McNeece, his wife, born 1797, lived in Bond in an early day. They came from Tennessee in a moving wagon; their daughter, Margaret, was 11 years old. The Prices came from Virginia about the same time. Margaret, born Feb. 2, 1825; Wm. Caswel Price, born Jan. 26, 1821; they married and had nine children; four of them live in Lawrenceville.

34. Geo. Clark (colored) was the hack driver between Lawrenceville and the O. & M. previous to 1870.

35. J. K. Dickerson was a very prominent man in the State of Illinois.
36. James Hammet (father of Cynthia Hammet White), came from Ohio to Bunker Hill in Lukin Township; farmer; lived to be 98 years old; buried at Bunker Hill; owned a large farm; came in 1850. Wife, Catora; their children, Cynthia, Luttinda, Rhoda, Catherine, Sarah, Amanda, Nurces, Harriett, Hannah, and two other, could not get their names.
37. Joshua Dudley (grandfather of Lee Jackson) owned 1,400 acres of land between Old Hadley and Sumner. He was a stock buyer. He went to New Orleans on flat boat to buy stock; died of cholera in New Orleans; went with a belt full of money, which they never got; buried down there after night. One of Christy Township's first settlers.
38. Old man Pickeral had "still" for peach brandy and wild cherry bounce in the hollow below the hill where the Mowery house now is. James and his wife Tacy Pickeral came from Culpepper County, Virginia. Their children, Lafe, Ed, Parry, Al and John.
39. It was reported Lincoln's body had been stolen, so when they moved it to the new tomb J. K. Dubois was asked to be there and identify the body. He said, "Yes, that's Abe."
40. John Buntin edited the first paper here and he used one room in the old brick jail.
41. Old Jim Gilmore was the first harness maker. Came in the 30's.
42. The negro settlement north of town was called Africa, or as the negroes called it "up in de settlement."
43. W. A. J. Mieux in connection with his general store bought fur and shipped it to New York.
44. J. K. White was Deputy Postmaster in 1883 and elected Tax Collector in 1885; Assessor in 1887; Postmaster in 1889; County Clerk in 1894.
45. William Wilson, a Virginian, was one of the first judges in the State from 1819 to 1825; again serving from 1828 to 1835, and from 1841 to 1849.
46. T. B. and Geo. Huffman, lawyers, located here in 1869.
47. Edward Dobins Lodge No. 164 A. F. and A. M. was organized under the name of Lawrenceville Lodge Nov. 3, 1854, but changed the name to the above in honor of its first master. The first meeting was held, under dispensation, Dec. 11, 1854. The charter was granted Oct. 3, 1855. There were seven charter members, Edward Dobins, Jesse K. Dubois, Geo. P. Sherwood, G. C. Crossen, Joseph Gibson, Henry I. Walters and Wm. M. Mills.
48. Dr. Zeba D. French, born June 24, 1837, was a prominent Lawrence County physician.
49. Where the Geo. Carr home stands was the old Bolliver Nabb home. The east bridge crossing the Ambraw was called "The Nabb Bridge."
50. James Nabb was the father of Bolliver and John Nabb. James lived at the top of the hill after crossing the Nabb bridge on Sand ridge. The bridge was covered and was a toll bridge. James' wife was French. James Nabb introduced the first blooded stock in the county in 1830. He was from Kentucky.
51. The Badolettes, Gray's and Roberts came from Virginia.
52. Wright Pritchett was an old settler in Allison.
53. Calaway M. Bosley and his wife, Harriett, came from Kentucky about 1850. His sisters Lucinday Bosley Ryan, Elizabeth B. Gray, Nancy Beckem, Caroline Conner, Mary Glass and Martha Meeks, all lived in Lawrence County.
54. The O'Neils were an old Lawrence County family.
55. Caroline Shepherd lived in Muskingum County, Ohio, with her parents, Robert Jackman Shepherd and Lethinda Hammet Shepherd; there were eight children of them. The father, Robert J., was a high school teacher and went to some large southern city to teach and never was heard of again. The mother and children afterwards moved to Newport, Ky. She remembers well the Mexican War, when the standing army left Newport and when they returned. Afterwards her grandfather Hammet and his family moved to Lawrence County, Lukin Township; Lethinda Hammet Shepherd and her 8 children came with them. The daughter, Caroline Shepherd, married Elmus Ryan in 1851; they had 6 children, Edward, Chas., Mark, Link, Bessie and one other. Elmus formed a company in 1861 and was Captain of Co. F, 91st Reg. of Ill. Their son Edward, was sheriff from 1880 to 1886.
56. The Old Sage Water Mill that is spoken of in this Lawrence County paper—Mr. Sage bought the mill from old Mr. Fagan.
57. Wm. and Betty Tanquary lived just across the street from Judge Shaw, the street between their houses was nicknamed "Tin Pot Alley." Wm. Tanquary had a large blacksmith shop near his home.
58. In Sammy Miller's general store, his grandsons Ed and Joe Buchanan, also Henry Badolett son of Sidney Badolett were his clerks.
59. Judge Shaw's daughter, Mrs. Mary Curry, is the oldest person born here still living in Lawrenceville. She is 73 years old.

60. Judge Crews lived where the Dr. Connett office now is. Gilbert Nye was sheriff; Dr. Ace Powell was a prominent physician, don't know the exact date. About 1863.

61. John Clark, an Englishman was the dancing master, lessons on Tuesdays and Thursdays. About 1863.

62. Enoch Organ came from Virginia in a covered wagon to Allison in an early day about 1817 or 18, settled on government land; was a blacksmith and soon after his coming, constructed the first cotton gin in the county, and operated it on his farm for a number of years. Died in 1845, of a disease called the Black Tongue, an epidemic, of which many died on the prairie. He had 5 boys, John, Cornelius, Daniel, Euices and Jesse. Jesse, born 1815—had 5 children; Mrs. Geo. Kyger (living) is one of them. Jesse married Mary Jane Crews the sister of Judge Crews, their father was James Crews; came from Crawford County to Lawrence County in 1829. He entered land about the time the Organs did. The Pollards came from Virginia to Allison in 1815.

63. Mr. M. C. Gilbert was elected sheriff in 1864; served 2 years; elected sheriff again in 1868; served 2 years.

64. Adam Lackey, Sr., a Revolutionary soldier, came to Lawrence County in 1813 and went into Fort Allison. Had 3 children, Adam Jr., Elizabeth and John.

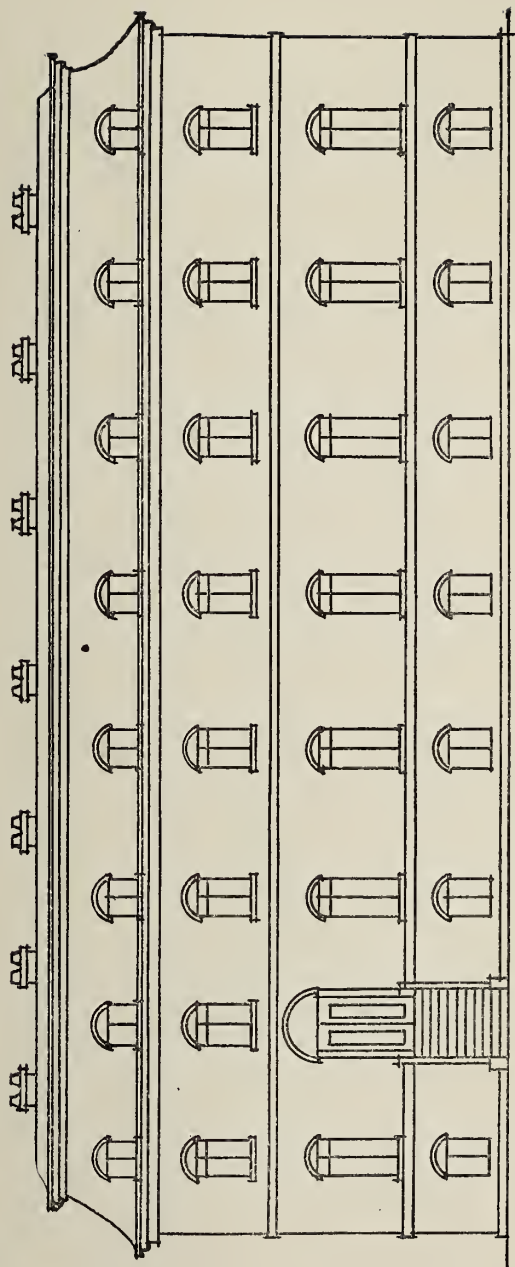
REMINISCENCES OF LAKE FOREST ACADEMY AND ITS STUDENTS FROM THE OPENING OF THE ACADEMY IN THE FALL OF 1859 TO THE YEAR 1863, INCLUSIVE.

BY GEORGE MANIERRE.

In the early days of the Lake Forest Academy, Chicago boys went by Lake Street through Canal Street to reach the Northwestern Station. There were no sidewalks on Canal Street and it was usually filled with freight cars. The only other way of getting there was along Kinzie Street across a primitive bridge. The station itself was a one-story wooden building. A primeval forest, which stretched from Evanston to beyond Waukegan, supplied the wood that was used for all the engines. A rough wooden shed there was the only station, and the roads leading to the Academy were but partially opened, being turned up by the plow. A path, however, along the edge of the woods, was used by the boys to get to the Academy.

An infinite variety of wild song birds frequented these woods and prairies and also game of many sorts. Near the School were black and fox squirrels and partridge, while west of the track quail and prairie chickens were found in abundance. The flight of wild pigeons in the spring literally clouded the sky and the lake was covered with ducks, geese and swans. During one afternoon, John Patterson and Vilasco Chandler got 40 mallards in a little pond in the woods west of the track and these two with myself in a single day's hunt on the Des-Plaines River, shot about a hundred wild pigeons.

The forest trees were for the most part of the hard variety, Oak, Hickory and Elm, but along the edge of the ravines and towering above all other trees were majestic pines, which



ACADEMY BUILDING, LIND UNIVERSITY. LAKE FOREST, ILL.
(Drawn From Memory by George Manierre.)

always retained their green verdure in the winter. In Autumn the hardwood trees were ablaze with color—"beeches glowed, maples burned and oaks smouldered," while in Spring after a sudden snap of cold had frozen the soft snow upon the bare boughs, the glittering splendor of the woods was beyond description.

The ravines were very wild and beautiful and full of flowers of every sort, notably the Lady Slipper, which grew profusely there. In the spring when the water was high suckers used to run up the ravines and could be caught in great quantities, and in the spring overflow we once saw a large pickerel in the Skokie Marsh west of the depot.

About the Marsh could be heard the booming of the prairie chickens, the twittering of countless red-winged black birds and the beautiful notes of meadow larks and bobolinks. In the woods red-headed woodpeckers and blue jays made up for their harsh cries by the beauty of their plumage, and through the night the weird hooting of the owls echoed through the forest.

The word "Skokie" is of Indian origin. Its significance is uncertain but is thought to mean "open marshy land." These two marshes ran parallel for a long distance north and south and then united and extended to the North Branch of the Chicago River. My friend, Thomas Atteridge, Senior, an early settler of Lake Forest who built his log cabin in 1837 along side of the Green Bay Road west of the railroad depot, told me that within his knowledge the marginal lands of the Skokie marshes were not timbered, that the forest covered his land to the margin of the Eastern Marsh, and from these trees his log cabin was built.

Thomas Atteridge died in 1874. During the comparatively short period of 37 years, from the time that he literally hewed his farm out of the primeval forest, to the day of his death, he saw the grandeur of the wilderness give place, as if by magic, to the conventional beauty of Lake Forest, now one of America's most fashionable suburbs.

The Academy was a three story building with basement, the entrance facing toward the west. The school room was on the south part of the main floor and Professor Miller's parlor and bed rooms were right across the hall. So primitive were these days that once Professor Miller's baby crawled across the hall into the school room and payed an unofficial visit to the classes, to the pride of the father and the delight of the students.

In the school room we all had separate desks. Professor Miller sat on a platform. All classes were conducted here, except Latin and Greek, which were held in an adjoining room under Professor Dickinson. In those days there were no servants in the Academy and we had to clean our own rooms. As it was a long step to the well and outhouses, we simplified matters by throwing slops out of our windows.

At first we ate at a primitive hotel, which I chiefly remember owing to the fact that John Patterson consumed seventeen pancakes there at one sitting. Later Mrs. Kent gave us our meals in her house near and north of the Academy and we were always well fed. These were genial meetings. Fred Kent was the carver and when any particular friend of his asked for another *small* slice of meat, it was understood that a large one was wanted and he got it. Occasionally we varied our diet by cooking frogs legs and oysters in our own rooms, and these feasts were considered most delectable. In connection with this I cannot but mention Mr. and Mrs. Snodgrass, the caretakers of the school. They were the kindest of people, and seldom did a boy return of a Saturday night tired and hungry without finding something to eat kept hot for him in her kitchen by the motherly Mrs. Snodgrass.

At first we studied by candle light and afterwards by kerosene lamps. We had to make our own fires, bring our water from the well and cut our own wood, as no coal was used in those days at Lake Forest.

With only the water in our pitchers for bathing purposes in winter we took a low neck wash and in summer bathed in the lake.

Our room was decorated with spoils taken from the woods—skins of animals and birds hung on the walls and on the woodwork were pinned many specimens of butterflies and “bugs.” In a discarded glass honey box we kept two garter snakes. On the wall hung a canary cage and on the ledges of the window frames sat two beautiful flying squirrels, sleepy in the day time but lively at night.

The boys had complete control of the upper floors, for we had no supervision after school hours and maintained discipline ourselves. If anyone got obstreperous, however, he was soon made to find his place.

In the attic of the Academy building was a room half filled with a bed, mattress and other furniture and an old blackboard. I had been taking lessons on the flute and it was in this room in the early morning that I used to practice. But after a time the wailing notes of “Away with Melancholy” would reach the ears of some restless sleeper who declared that it made him tired—and so it was forcibly discontinued. I then took to the blackboard on which I would trace the figures of the geometry lesson for the day and after giving it sleepy attention, I too was made tired and finished my sleep on the uncovered mattress in the room. It is remarkable how long I kept this up, thinking I was working hard at my lessons—for I have always tried to be conscientious in my work.

Besides the regular routine, which consisted mainly of studying, the care of our rooms, and regular attendance at church and Sunday school, the boys had many and varied pleasures. Chief among these were trapping and hunting. We used a rifle in those days that weighed sixteen pounds and many is the mile that we have lugged it about after game or to some place where we might set up a target.

We would sometimes trap for rabbits and quail. The rabbits would often get away and occasionally skunks would take their place. One of these latter had its family on the banks of the ravine not very far from the Academy, but the boys never disturbed them.

In the winter time we skated on the ice in the ravines, on the Skokie Marsh or on the lake. This latter was dangerous, however, and I remember Dave Burr going through an air hole and only saving himself by having the presence of mind to throw out his arms to support him till we could pull him out.

Near Christmas and holidays, a number of the boys, with Ellery Miller for driver, would get an old horse and wagon and go out into the woods near Lake Bluff for pine trees and trailing vines to decorate the Academy. These were joyous times and the boys were always in high spirits. Toward the end of the winter, just before spring, we used to get maple sap from the trees. In summer the boys would camp out in the woods, satisfied with such food as roasted corn and a slice of bread. Once we attempted to camp out without food or tent, but this ended disastrously in our being driven away by a combined attack of hunger and mosquitoes and we had to grope our way back through the woods to the Academy after midnight. We had the same experience when camping on the DesPlaines River, but there in addition to the mosquitoes we were kept away by the bellowing of immense bull frogs that lived in the river in large numbers.

Highland Park at this time had no inhabitants east of the railroad track, and was covered by a primeval forest from the beach to the track, with the exception of one open field. The extreme loneliness of this region may be imagined from what once occurred on one of our walks along the beach. Our attention was attracted to a mound of sand not far from the shore, and upon digging up one end of it with a stick, we exposed the long black hair of a woman. We at once covered it up again and placed the stick upright near the mound. When we got back to Lake Forest we mentioned our discovery to the village authority, but how the body came there and what was done afterward we never learned. Undoubtedly it had taken some time for the wind to so thoroughly cover the body, and the only requiem in her lonely resting place was the sound of the waves breaking on the shore.

The boys always found the Lake a most pleasant resort for swimming in the summer. It could only be reached by the ravines. The ravines contained splendid springs where we could always get a drink in hot weather. There was a particular fine sulphur spring near the bridge going over the Des-Plaines River. We had to hold our noses and the last swallow did not taste good, but it served the purpose.

I have the village church in grateful remembrance, for it was there I learned to turn a hand spring. It was this way: My roommate could and I couldn't. Envy, the most malignant of the passions, seized me. After some back-breaking falls on the grass, one Sunday during divine service the thought occurred to me of using the sofa cushions that I was sitting upon. To borrow the key from the janitor and have another made took but a day. In the evenings, after supper, when the boys were taking their usual walk to the depot to see the train come in, I would slip off to the church. Guided by the ghastly gleams of the moon through the windows, I would place some of the cushions in the aisle and throw myself backwards upon them. Even cushions may be hard under these circumstances and my aspiring spirit was chastened by many back-enders, but I learned at last—to the admiration of my schoolmates, who could not account for my proficiency.

Hickory nutting was one of our favorite pastimes, and many were the jagged holes that we tore in our clothes climbing the trees to shake down the nuts to our friends beneath.

I made and put up a lifting machine between the two oak trees back of the Academy, with which we were fond of testing our strength. Thirty years after I went to this spot. The old nails were still in the trees, but the lifting machine was gone with the old Academy.

Professor Miller was a man in prime of life, of splendid physique and dignified presence. He believed that the Millennium was near at hand and, though he might not live to see that happy day, he felt sure we all would, but, alas, Armageddon has come before.

At one time we had a revival that deeply affected the school for a time. I remember an incident. One midnight I went out into the hall in my nightgown, singing "Nearer My God to Thee," and was soon joined by the other students who, marching about, joined me in the hymn. Professor Miller, when he heard of this later, said I must have been inspired.

Dear Professor Miller! No wonder that his kind heart, simple faith and implicit confidence in his students won their love and respect. No doubt he has now found the Millennium in which he had such implicit faith.

There was a young ladies' Seminary under the supervision of Rev. Mr. Dickinson and his amiable daughters and the school girls used to come occasionally to the Academy when we had a debating society, while we sometimes met them at informal picnics in the woods on the bluff. We also visited the girls' school and saw them go through their exercises. Miss Hattie Dickinson, one of the charming daughters of Rev. Mr. Dickinson, principal of this school, had charge of the young mens' Sunday School Class, and we remember her with great affection.

On April 23, 1863, we organized a Literary Society called the "Philologian Society," for the purpose of improvement in "Elocution, Composition and Debate." Weekly meetings were held in the Academy until July 9, 1863.

One of our excitements was a rooster fight between two bantams. As one of them was smaller than the other, his owner (myself), put some snuff under his wings and at the first flap the larger rooster, becoming temporarily blind, soon lost the fight.

In 1860, when rumors of war were heard, Colonel Ellsworth visited the Academy and put us through drills of various kinds and taught us to handle a rifle. This was the cause of much excitement throughout the Academy.

A friendship that has lasted for fifty years started with my first visit to Lake Forest in the summer of 1859. Lieutenant Gov. Bross, John Patterson, one or two other boys and I were walking through the woods along the bluff of the lake trying to shoot squirrels. I had broken away from the party and edged

toward the bluff, when I saw near Clark's ravine a tall young man with a rifle and a string of squirrels. He was out of caps. I had plenty and it was my pleasure to give him a supply. He in return insisted upon my taking his squirrels, of which I had none. This was Bill Atteridge, and later on he and I with rifles obtained twenty-seven fox squirrels in a single day's shooting.

Bill Atteridge lived in a log house on a farm where we always stopped when hunting out in that direction. This farm was a most beautiful one, lying along the ridge west of the depot and sloping down to the Skokie Marsh. It was a never ending pleasure to wander around there and to partake of bread and butter and milk with the Atteridge household. Of all my recollections there are none pleasanter than those connected with this family.

Among others of our village friends we remember with pleasure Charley Umberhound who passed his later years on a farm west of the track, Mr. Anderson, then a hardworking contractor, afterwards a successful storekeeper and always a respected citizen; and Captain McLaughlin, who was carpenter and builder of the village. The latter was one of the most popular men of our remembrance, for he never denied the use of his tools to any boy when the maple sap was running. Hurlbut's store was a pleasant rendezvous when we made our nightly visits to the train. There we bought chocolate creams and at the depot amused ourselves with jumping matches or watching genial Jock Steel at his clog dancing. Mr. and Mrs. Clarke are also in our memory. He was the first mayor of Lake Forest and they were both kind-hearted and true friends to the students.

Nigger Joe, the village factotum, was another familiar and well liked acquaintance. Always whistling, always cheerful, he was a prominent figure at turkey shoots, and an enthusiastic welcomer of the whiskey jug as it passed around.

Among our village friends I remember Dr. Quinlan, (the dentist), to whom we all went for medical services. He was a

pleasant man and of sufficient skill for all demands made upon him.

At that time there were a number of blind pigs where the boys could get whiskey and beer. While this was sometimes done in excess, yet on the whole, the character of the boys stood high. The houses in the village in those days were as follows: Between the depot and the Academy were the houses of Williams, Quinlan, the Hotel, Rossiter, McLaughlin, Symonds, Lind and Thompson. On the south of the main road, the ladies (Ferry) Seminary, Holt and Helm. East of the Academy, Capt. Stokes' residence and the house occupied by Prof. Dickinson. Across the street and north of the Academy the residence of Mrs. Kent, where we got our meals. Two blocks west of this house stood the village church, and near Clark's (Poole's) Ravine was Mr. Bartlett's house.

Mr. Lind, after whom the University was named, lives in our memory with especial affection. He was a kind, genial Scotchman. Once when we wished to shoot prairie chickens and had no dog, he borrowed one, and finding the dog reluctant to leave him he accompanied us a long way himself.

Professors Miller and Dickinson of the Academy were charming men socially, and were beloved by all of the boys. Professor Miller was a civil engineer and believed in a Millennium in the near future and Professor Dickinson was a Presbyterian clergyman. In 1862 Prof. M. C. Butler succeeded Professor Miller as principal and was popular with everyone.

Among the students who have become noted men was William D. Price, 53d Reg. Ill. Volunteers. Born March 1, 1843. He entered Lake Forest Academy September, 1859, and was there two years. At the September term of 1861 he was ready for college. During the spring of 1861, as above noted, our class received military drill under Colonel Ellsworth and in October, 1861, Price entered the 53d Regiment of the Illinois Volunteers organized at Ottawa, Illinois, as a private, Company A; became an Orderly Sergeant in September, 1862, was appointed Second Lieutenant and was killed at the battle of the Big Hatchie October 5, 1862. He was the son of Captain

William H. Price, Ottawa, LaSalle County, Illinois, and I remember with pleasure his family whom I visited in the Christmas of 1861.

C. Vilasco Chandler is another noted member of the class and one of the best friends that anyone could possibly have. He too went to war and obtained honor and a commission. He was a Colonel on the staff of Governor Tanner. At Chickamauga a bullet went through one of his legs and made him lame for life. On retiring from the Army he succeeded his father in the First National Bank at Macomb, Illinois, and for many years was the principal banker in that part of the country. There is no man today held in higher estimation in his home. I made several delightful visits to his father's house and his father, his sister and his brother-in-law are valued friends of the past. He erected in the cemetery at Macomb, from money saved from his pension fund, a beautiful monument in memory of his fellow citizens who were killed in the Civil War.

Another friend well worthy of mention is Wilbur T. Norton, a fine student and a faithful friend. He was promoter, principal editor and writer of our "Forest Gem," a paper which was composed and contributed to by the boys and written up at the end of every week for our meeting, in the beautiful handwriting of Dan Dickinson. These papers were unfortunately burned in the Chicago fire. Wilbur T. Norton after leaving school followed the newspaper profession, was a member of the 133d Infantry in 1864, was a member of the Board of Education at Alton, was a Presidential Elector in 1880, was Editor of the "Alton Republic" from 1894-1897, is the author of "Centennial History of Madison County," has published several pamphlets of local interest and was for several years vice president of the Illinois State Historical Society. He was also Postmaster at Alton for many years. Wilbur T. Norton is one of the most respected, best known and most influential citizens today in Alton.

I remember the following poem written in the "Forest Gem":

THE WANDERER'S GRAVE.

Down by the rocks that kiss the sea,
 Far away in a distant land;
 Where the blue waves roll so dreamily,
 Or rise and fall on the pebbled strand;
 Where the wild winds and the waters rave,
 In that lone spot is the Wanderer's Grave.

The Wanderer's grave! A silent spell
 Steals round the spot where the weary sleep,
 And the waters whisper, "All is well";
 As over his lonely grave they creep.
 They whisper this, as with tears they lave
 The golden sands of the Wanderer's grave.

He has fought the fight and gone to rest,
 And lies all alone by the gloomy sea,
 Save the storm birds who with fearless breast
 Sweep over the waters wild and free.
 And ever mournful rolls the wave
 Over the lonely Wanderer's grave.

—EDWARD CAFFREY.

This poem was written by Edward Caffrey. He went to Lake Forest after the War, holding an officer's commission. The following day he went to Chicago, leaving his sword and accoutrements at Lake Forest, intending to return immediately, and was never heard of afterwards. No regiment saw more war than the 8th Illinois Cavalry, of which he was a member.

I cannot remember the time when I did not know John C. Patterson. He was one of our best scholars, was liked by everybody and was one of the best all 'round men in the school. He has since followed the profession of law, at which he has been successful.

The first Senior Class prepared for college was composed of: John C. Patterson, C. Vilasco Chandler, R. E. Starkweather, William Price, Wilbur T. Norton.

The first Junior Class was composed of: Chas. R. Wilkinson, D. O. Dickinson, George Manierre, Lucan G. Yoe.

Finally, amid the shadows of the past, memory recalls the names of Hawk, Spencer, Judd, Kent, Dyer, Dickinson, Brothers, Miller, Phinney, Lewis, Starkweather, Steel, Yoe, Matteson, Wilkinson, Butterfield and others. Their histories are mostly unknown to me, but they are not forgotten. Time, distance, business cares and death have separated us, but may we not hope, as we have been taught to do at the Academy, that there will be for us a Grand Reunion in the Millenium that has no end.

The following is a list of the Board of Trustees and Faculty as published in the Catalogue of Lind University, in the year 1861:

BOARD OF TRUSTEES.

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FACULTY.

ACADEMICAL DEPARTMENT.

- S. F. Miller, A. M., Professor of Mathematics, and
Principal of the Preparatory Department.
Rev. Wm. C. Dickinson, A. M., Professor of Languages.
C. E. Dickinson, A. B., Tutor.

The following is a partial list of the students:

William Atteridge.	Wm. S. Lawrence.
J. Edward Bartlett.	Edward C. Lewis.
Gilbert Bedell.	George Manierre, Jr.
John S. Black.	Joseph Matteson.
Chas. T. Brothers.	Ellery L. Miller.
David Burr.	Martin Norton.
Chas. W. Butterfield.	Wilbur T. Norton.
Edward Caffrey.	William Olcott.
Chas. Vilasco Chandler.	Charles L. Page.
Frederick Chapman.	John C. Patterson.
Edward C. Chase.	Charles L. Phinney.
Frank B. Chase.	William D. Price.
Dwight M. Cobb.	Charles E. Quinlan.
D. O. Dickinson, Jr.	William B. Rines.
William W. Douglas.	William H. Spencer.
Charles G. Dyer.	R. E. Starkweather.
George D. Dyer.	C. H. Starkweather.
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H. S. Eytinge.	George Steel, Jr.
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Walter Gurnee.	Richard D. Stokes.
George M. Gage.	Frank Sturgis.
James H. Hill.	Walter Trumbull.
Augustus H. Howk.	Samuel D. Wauchope.
Charles S. Hulburd.	Alexander White, Jr.
Daniel A. Jones.	Charles L. Wilkinson.
Frank R. Judd.	Albert R. Willard.
Frederick H. Kent.	Lucien G. Yoe.
Philip C. Latham.	

CHRONOLOGY.

- 1856 Lake Forest platted.
- 1857 Lind University chartered.
- 1859 Lake Forest Academy opened: Prof. Samuel F. Miller
first principal.
- 1859 Seminary for young women organized by Rev. Baxter
Dickinson: succeeded by Ferry Hall.
- 1861 College work begun under Prof. W. C. Dickinson.
- 1865 University charter amended: Name changed to Lake
Forest University. Academy Building reconstructed.
- 1868 Ferry Hall Seminary for young women constructed.
- 1879 Academy Building burned. New Academy Building
erected.

"Still o'er these scenes my memory wakes,
And fondly broods with miser care:
Time but the impression deeper makes,
As streams their channels deeper wear."

—Burns.

"Oh! friends regretted, scenes forever dear,
Remembrance hails you with her warmest tear!
Drooping she bends o'er pensive Fancy's urn,
To trace the hours which never can return."

—Byron.

EARLY HISTORY OF PLEASANT HILL, McLEAN COUNTY, ILLINOIS.

BY D. F. TRIMMER.

Before there could be a Pleasant Hill, there had to be a farming community to support Pleasant Hill, and in order to have this, the Indian settlement, already early established here, must be gotten away with, or crowded out. John Patton and others, who settled here in 1829, did the crowding out, these Kickapoo people moved from here to Indian Grove and from there to Iowa, and later to the Far West. The Divine command was to "multiply and replenish the earth." The Indians multiplied but they did not replenish the earth, and, as farmers, were failures.

It is the writer's opinion, the Creator never intended these broad prairies and fertile fields to go uninhabited and untilled. The squalid squaw, no doubt, did raise in the old Indian field here, some corn, squashes, and a few beans, but to the Pattons belong the honor of being the first farmers of northern McLean County.

We have, from good authority, that Mr. Charles Lee, who was born in Detroit, Michigan, in 1790, that buffalo and elk, which were running wild here, disappeared between the dates of 1805 and 1812. In the year of 1854, a Kickapoo Indian from Kansas, visited Mr. Patton, at Pleasant Hill. This Indian was raised near here and knew Patton and his family. He preached one Sunday in the grove, and the entire community was in attendance. He spoke of his father and mother buried in the Indian cemetery, near-by, of his boyhood days spent in the country round about and of the wonderful change that had taken place in the twenty years that had elapsed since his

people were in the majority in this county. It was a day long to be remembered by all who heard him. He was about fifty years of age, and was a man of education and influence with his people.

We have a record showing Indian children attended school along with the white children; they came from Delaware Town, which was situated on the Mackinaw, near Thompson's Ford. The school was in the Henline Settlement, a few miles southeast from Pleasant Hill. This was in 1830. Mr. Sheldon was the teacher.

Pleasant Hill received its name as follows: Mrs. Smith, who lived on a hill, said, "that it seemed odd to date a letter from nowhere, when she wished to write her friends back in the old Kentucky home; she must have a name to date from, so she called her place, 'Poverty Hill'; and, as a woman was living near-by on a hill, fairer to look on than her own, advised her to call it Pleasant Hill." Later the postal authorities changed it to Selma.

Isaac Smalley was one of the pioneer teachers, preachers and farmers of Pleasant Hill. He came here from Joliet, Will County, Illinois, and was prominent in the city for a period of seventeen years, 1838 to 1855; he was a lover of his family, his church and his country. He was a leader in all good enterprises of the Methodist church, a good preacher, a friend of education, lower and higher, a valued counsellor in affairs, private and public import, and a public spirited citizen. While in Springfield, Illinois, where he had gone, hoping to get the Chicago and Alton Railroad Company to build their line through Pleasant Hill, but which he failed to get, owing to the opposition of Gen. Gridley, Jesse Fell, and others, who had interests in Lexington, Pontiac and other places, he contracted the dread disease of small-pox, which was the cause of his death, which occurred in 1855, and he is buried in the Pleasant Hill Cemetery. His benefit to the community did not lie merely in his active participation in public interests, but, by his simple blameless life, an example of good citizenship, of his relationship to individuals, to his family and community.

Mrs. Smalley was small in stature, but big in heart, and what she lacked in size, she made up in spirit and energy, and would discommode herself to accommodate a friend. It is said, that, she at one time gave up the last bed-room for a short time, that a new grocery store might be added to the town. Her husband, her home, children, her church and her friends were the supreme objects of her life, and received from her the fullest measure of devotion. "She looked well to the ways of her household, and ate not the bread of idleness, her children rise up and call her blessed."

After the passing of Mr. Smalley, she was married again to William Bratton, and, not unlike the first husband, he was a Methodist minister. Mrs. Bratton was born in Ohio, in 1808, and died at her home in Pleasant Hill, December 25, 1893. Mr. and Mrs. Smalley were the parents of six children, Cynthia, the youngest, and the only living, is the wife of Capt. Harry Lawrence, and resides in Lexington, where they are owners of valuable farm lands east and south of the city. Their children are also farmers, or farmers' wives, and are leading citizens of the community. Capt. Lawrence served through the War of the Rebellion, and now has a grandson, Lawrence VanDevender, who is serving in the World's War. Capt. Lawrence has a framed rare relic, which he prizes highly, it being seventy-five souvenir badges, one for each reunion attended by him since the close of the war.

M. R. Bullock, a surveyor, made the plat of Pleasant Hill for Mr. Smalley, in 1840, and Squire Jacob Spawr was the one witness to the papers. There were very few transfers made in the early days but what my uncle Jake did not have a hand in. Why shouldn't he? Coming to this community as he did in 1826 and living to the extreme age of 101 years. He ran a hotel or tavern, and was a great friend of Lincoln, Douglas and Davis, as well as other noted men who rode the circuit at that time. He took the first census, also kept the first postoffice that is, kept it mostly in his hat, very few people who sold their corn at ten cents per bushel or less, could afford to pay twenty-five cents for a postage stamp. Mr. Spawr left no money, but

he left, what is worth more than all things else, a good name.

The Christian character and sterling business qualities of Mr. and Mrs. Smalley, a fertile soil and beautiful landscape all combined, attracted a good class of people in quest of land and homes. We have no way in telling what the population of Pleasant Hill was at any time, but we do know Bloomington's population was but 180 in 1834. Mr. Smalley first lived in a log house, 10 by 12 feet and near John Patton, which was in the year of 1838.

In 1846, Absalom Enoch started Pleasant Hill's first store; and in the year 1847, Enoch and Foster bought from Isaac Smalley two lots, paying \$15 each for them. Each put up a small building and conducted a store. These lots being the same lots now owned by Mrs. Johnson Jenkins, who has the only store in the town at this date. It is quite convenient to have this little store, but I am very sure Mr. Jenkins will not be called upon to pay any income tax on the business transacted through the year.

Mr. Smalley had many good things to his credit, but nothing better than selling and delivering fruit trees over the county, which he did in the year of 1840 and later.

In 1836 the log house began to disappear and it was at this time John Patton had the first saw mill on the Mackinaw, one-half mile south of the town. In 1847, Rant Jenkins sawed lumber by horse power. The older buildings of the town are all unpainted; being constructed from hard, undressed lumber. George Webster of Paris, Illinois, started a store in opposition to Enoch and Foster, but was soon compelled to sell out to the older firm. Pleasant Hill was now doing a big business, trade came from Money Creek, Cheyney's Grove, Indian Grove, and for miles around. Goods were sold mostly on time, and some on eternity. The goods were brought in wagons from Peoria and Pekin.

Some of Pleasant Hill's early merchants were: Isaac Smalley, Enoch and Foster, George Webster, H. W. Underhill, Claggett and Mahan, G. M. Fox, W. D. Johnson, George Bradford, Rant Jenkins, Absalom Bills, Newton Denning, Joseph

Patton, Milton Smith, Samuel Paul, H. Foster, Joseph Enoch, Jacob Brown, Patton Wilson, Scott Arnold, G. H. Edwards. Jacob Wright, a burly blacksmith, and who was exposed to cholera in 1854, and being warned to be careful, said, "I am unafraid," worked all day in his shop and was buried between the setting and rising of the sun, accompanied by none, excepting the grave diggers.

In 1850, Coombs and Soule built a steam saw mill, the first of the kind in Lexington Township. James E. Ewing, of Bloomington, helped haul the machinery from Peoria. Joseph Patton built a cabinet shop; Bills and Denning made wagons and buggies, Jacob Brown, Wilson and Wright, were the blacksmiths. Scott Arnold was the owner of a carding mill, George Bradford pegged away in his boot and shoe shop and sold drugs. Isaac Smalley built a large building in the northeast part of town, for a select school or a ladies seminary. There were seven fire-places in the building. The first thing in the morning before breakfast, Mr. Smalley would invite and urge all to the assembly room for prayer service. The building being made from walnut and oak lumber is in a good state of repair, and is owned by Mrs. Harry Lawrence, the only living child of Mr. Smalley. The old historic building has been the wedding place of all the Lawrence children, and many of the older people as well. The builder of the old building was Jonathan Coon, one of the earliest and also one of the best carpenters in Money Creek Township.

Matthew Adams, who early lived near Pleasant Hill, was different from the Adams now days. He would loan money occasionally, but charge no interest. He had a standard price for corn, which was twenty-five cents per bushel, no difference how high the price in the market was, anything over twenty-five cents was considered by Mr. Adams exorbitant, and speculators could not buy his corn at all. Ella Wheeler Wilcox must have had Mr. Adams in mind, when she wrote the poem "Worth While" for we find such people but once in a while.

Milton Smith came to Pleasant Hill from Kentucky in 1835. A shrewd land agent has aptly said, "A fortune in land

is a fortune in hand, and while the world stands solid, the land stands safe, therefore buy land, good land." This is the very thing that Mr. Smith did, bought large tracts of land and held on to it. The elder son, Wm. A. Smith, who is a successful farmer and cattle feeder, is farming some of these lands early purchased by his father. George J., of the firm of Lindsay and Smith, also owns part of the original homestead. Louis H., lives in Lexington and takes pictures for a pastime, but conducts a dairy farm for a living; and has been the leader of the Presbyterian choir and superintendent of the Sunday School, farther back than the writer can remember, and he was, at one time, a member of the school board for a number of years.

Milton Smith was a strict Presbyterian and meetings were held at his home long before the church building was erected in Pleasant Hill, which was about the year of 1850; the old building was torn down and sold several years ago. Mr. Smith was a firm believer in and practiced the old adage, "Bring up a child in the way he should go and when older will not depart from it." Mr. Smith's home was one of the stopping places for Isaac Funk, who handled and drove thousands of cattle, being on the direct route from the Funk Farms to Chicago.

There is value in working with the hands, in being compelled by the stern necessity of poverty to earn one's way, Moses Cochran was one of these, coming to Pleasant Hill when about 21 years of age, and ten dollars was his total capital. He worked in De Board's brick yard at twenty-five cents a day. Here he earned \$15.00, but failed to collect a single cent of his hard earnings. He next engaged to Isaac Smalley at \$10.00 per month and board. While hauling wheat to Bloomington, March, 1852, his wagon mired in the mud on North Main Street, just south of where the Catholic Church now stands, each of the heavy sacks of wheat had to be carried to solid ground before the wagon could be removed; night was coming on, and Mr. Cochran was far from home, wet, cold, hungry and no money.

Young Cochran received for his year's work, \$50.00 and \$70.00 worth of town lots in Pleasant Hill, which he after-

wards sold for \$250.00, and invested this in land. He continued to buy land until he had accumulated almost four hundred acres of land. One trip was made to Ohio on horse back to borrow money to pay on land, it required four weeks to make the trip. At one time Mr. Cochran lost heavily by the failure of banks and money depreciations.

Mr. Cochran was of the Methodist faith and gave liberally for its support. He pledged \$15.00 for the building fund of the United Brethern Church at Pleasant Hill, the crash of 1857 came, and in place of the money pledged, he gave three weeks of hard work, hewing timbers for the frame with a broadaxe.

Mr. Cochran was much interested in the Pleasant Hill Cemetery, its finances, and its well kept condition is largely due to his efforts and influences. He attended Mr. Smalley through his last illness with small-pox, but escaped the dread disease himself. By industry, integrity and uprightness of character, Mr. Cochran overcame every obstacle that obstructed his pathway, leaving an honored family, a large bank account, valuable real estate, and a good name.

The first Methodist Church in Pleasant Hill was not a church at all. It was simply John Patton's log cabin, for here in it was the first class in northern McLean County organized in the year 1830. John Patton, his son-in-law, Aaron Foster, Joseph Brumhead, Patton's family, eight in all, composed the first church. In 1846 a suitable church building was erected in the corporate limits of the town. Patton, Foster, and Isaac Smalley were the leaders in the enterprise. The heavy frame was hewn out with broadaxe, the siding and shingles from everlasting lumber, black walnut. The present structure was built in 1863 by Timothy Roberts of Lexington. In those days people were much agitated over the music question, believing the organ should never take the place of the old time tuning fork. At this time the prominent members were: C. W. Matheny, William Bratton, T. E. Scrimger, William Berryman, J. B. Crumb, Isaac Windle, C. Bailey, D. T. Douglass, M. V. Crumbaker, and the McCrackens. There has gone from

this church into the ministry, George McCracken, George Scrimger, M. V. Crumbaker, Frank Foreman, J. A. Smith and T. B. Adams. The early ministers of the church were Reverends Maynard, Pickard, Webster, Begg, William Cummings, William Royal, Morse, Pearce and Frank Smith. The old building is in a fair state of repair and stands a mute witness of the by-gone days, the membership being transferred to the Lexington congregation.

About the year 1847 the United Brethern Church was erected, Mr. Smalley donating the ground, as he did for most all the churches in the town. This was a large, neat building, frame of course, hewn from hard wood, the outer pieces being from soft pine.

The old church has been the scene of many stirring revivals held by Elder Wimset and others, but as Lexington gradually absorbed the membership, the building was sold ten years ago to Tilden Patton for \$100.00, and now does duty as a cow barn. Conditions have changed, but the message once delivered lives today in the hearts and homes of men and the childrens' children. You may tear down or move away the old buildings, but you can not destroy the characters whose foundations were there laid for the realization of all that is good and noble in life.

In 1832, near the close of the Black Hawk War, the first school house was built. It was situated at the northwest corner of the town, just across the road from where Mrs. George Bradford now lives. The house was built from logs, had a puncheon floor and puncheon seats with four wooden pegs for supports, and a board for a writing desk, which ran along the wall, and a fire-place in one end. This all seems crude to us, and we should appreciate our modern school buildings. The writer knows of a school building of the pioneer days, near Alton, Illinois, that had no floor, and the seats were blocks, sawed from logs, and the desks, the same, except they were higher than the seats.

Deliah Denham taught the first school that we have a record of, which was in 1835; A. J. Flesher was the last to

teach in the log school house which was in 1842. Mr. Flesher commenced teaching when but 18 years of age, he told the writer when he applied for the Lexington school, the school board asked him not a single question as to his qualification to teach, and assigned as the reason, they knew not what to ask. The text books used were any that happened to be in the homes. Mr. Flesher was a banker, bookkeeper, teacher, farmer, merchant, and an all-round good Christian man.

In 1843, a house was moved from Lexington to Pleasant Hill, and converted into a school house. The pine lumber, with which it was sealed, was hauled from Chicago by ox teams, by Aaron Foster and Mr. Smalley. In 1847, Virginia Graves taught, receiving \$2.00 per week and "boarded 'round," some days walking two and one-half miles to the school. The Hon. Owen Lovejoy addressed the people in the old log school house on different occasions; other teachers were W. R. Mahan, Miss Lucas, in 1848, Mrs. Anna Ransom, in 1852, Mr. Burton, in 1855, Miss Hester Arnold in 1859. David Whitmire, Miss Royal, D. G. Turner, Lucy Summer, Jefferson Smith.

A new two-story school building was built in 1857. The frame was of oak, the seats of poplar and walnut. Milton Smith donated the land, the building was known as the Pleasant Hill Academy with Rev. John Dale, as principal, with a full corps of teachers. The champion spellers of the early days were, Miss Kate Hayes, Alice Combs, Selina Crumb, Miss Arnold, Mary Pierson. Among the boys were Eugene Combs, W. A. Smith, George Scrimger, G. H. McCracken. One of the popular teachers was Ira Batterton; he enlisted in Co. K, 8th Illinois Infantry, and was killed at Vicksburg in 1863.

Those teaching in the early '60's were W. N. Combs, Eleanor Johnson, J. A. Laws, S. S. Allen, H. C. Reeves, W. G. Collins. In 1864, William Catherwood, D. T. Douglass. Later on J. W. Curtis, G. J. Ferguson, J. H. Crumbaker, Mrs. Sarah Work, Minnie Loomis, F. P. Casey, Lyon Karr, Miss McGavac, C. H. Pierson, J. B. Dooley, R. M. Crain, J. H. McFarland, G. E. Williamson, Nellie Chalfant, Emmett Douglass. It has been said school teaching is a stepping stone to something

higher. This proved true with A. J. Davis, who in 1893 farmed the Scaper's farm and taught at Pleasant Hill, walking back and forth. There were sixty-four pupils and the price was \$60.00 a month. Mr. Davis married, a neighbor farm girl, Miss Ida Cassedy, went West, and is now a leading citizen and capitalist of Pasadena, California.

We have told much about the rod and the rule, and that "lickin' and larnin'" went together, and that a bundle of switches were always in readiness for fractious fellows. My experience and what I gather from older patrons of the schools is that just the opposite is true. Boys and girls well know the advantages of an education and that their school days were limited on account of necessary work at home, and that they were so eager and anxious to learn, it was a pleasure to teach and help them.

The early doctors of Pleasant Hill were, Dr. J. W. Waters, Dr. Dooley and Dr. D. T. Douglass. Dr. Waters had an extensive practice and became quite wealthy, having large tracts of land near Lexington, and which are now owned by his only son, Frank P. Waters of Shelbina, Missouri.

We have no record showing of any attorney ever practicing in Pleasant Hill.

Fort Patton, so called, was nothing more than Patton's log cabin, with port holes, so that rifles could be used from within if it became necessary, on account of the Indian disturbances in 1832. The neighbors, being far removed from each other, would become unduly excited, and would come here for protection, but nothing further happened. A short distance, southeast, was the Henline settlement, and here a palisade was built, by placing on end, in the ground, split logs, and it was built in the form of a square, with log huts at the corners. This was a safe retreat, but was never used for defense.

Fort Bartholomew was built in 1832 by Gen. Thomas Bartholomew, a distinguished Indian fighter, and was located five miles northwest of Pleasant Hill, in section 13, Money Creek Township, on the land now owned by Mrs. J. B. Dawson, just six rods southeast of the residence; nothing remains to

mark the historic spot. The fort was built of green logs from the timber nearby, the upper story projected, so shots could be fired from the top, should the enemy try to scale the walls or kindle a fire. The fort, as means of defense was never made use of. Gen. Bartholomew was a man of means and influence, owning large tracts of land here, and to him we are indebted for blazing the way in the community. He lies buried in the Clarksville cemetery, west of Lexington, where a splendid monument marks his resting place.

One of the prominent farmers, though not one of the earliest settlers of Pleasant Hill, was James S. Pierson. He was well and favorably known, and owned a valuable farm and timber lands, and dealt largely in sheep. Arthur VanDyke Pierson, his elder son, with the exception of the first four years of his life, spent his entire life in and near Pleasant Hill. His was an honored parentage, it is a great inheritance to come of noble and worthy lineage. He was educated in the common schools, but mostly in the school of experience. He was connected with the schools of Pleasant Hill, either as a director or the clerk of the school board for almost twenty-five years. Mr. Pierson did, what was the common practice in the early days, married a neighbor girl of the district school, Miss Carrie Smith, a daughter of Milton Smith, whose farm adjoined the Pierson farm. From an early date Mr. Pierson was much interested in matters both historical and educational, and the printed pages left by him, from time to time, are not only appreciated, but of historic interest, and a value to the community, as well as to the State. Mr. Pierson was always ready to lend a helping hand to all activities toward the community's betterment. In the early days he was a member of the Pleasant Hill Public Library, and at the time of his death he was the president of the Lexington Public Library. He was a member of the McLean County Historical Society, the State Historical Society, the International Historical Society, and was a member of the Sons of the American Revolution, and contributed to these societies often with written articles, as well as to the local and county papers. He was also a member of the

Pleasant Hill Cemetery Association. Miss Anna Pierson, his daughter, is not only keeping step, but is carrying on all business activities of her father.

One of the Christian veterans, and pioneers of Pleasant Hill is Mrs. Martha Bradford, who is hale and hearty at the age of ninety-two years, and is now living on what is known as the Joseph Enoch farm, adjoining the town on the Northwest. Mrs. Bradford is, and has been a conscientious Christian and a member of the Presbyterian faith from early womanhood. Her people were Congregationalists, and this is why she has been a reader of the Congregationalist through most of its history. Her life is a splendid commentary of the most wonderful century of human civilization. With her husband, George Bradford, she came from Dedham, Massachusetts, in 1854. She has lived a life of faith and Christian service, and she lives on with an interest quick to the joys and trials of her fellowmen, until it shall please her Master to call her home.

This brief sketch would not be complete, if I did not speak of her only daughter, Miss Mary, who is the stay and solace of her aged mother. Dr. Bradford chose the work of a missionary, as her life work, and thoroughly prepared herself in the Wesleyan University of Bloomington, and then to the best medical schools, for it was a medical missionary she was to be, and was until her mother called her home. She was located in Tabriz, Persia, and she was there in the work for many years, doing the Master's work with all earnestness. To reach Tabriz, requires 8,000 miles of travel, counting the homeward trip, which was made on a furlough. Dr. Bradford has traveled 32,000 miles on land and sea. She gave seventeen of the best years of her life to the Christian cause she well and wisely planned.

Nicholas Jesuman of Pleasant Hill, was one of the four from McLean County, who received a Government Medal for distinguished bravery on the field of battle, during the War of the Rebellion.

Benjamin Patton "showed his faith by his works" and did a gracious act when he deeded his 166 acre farm, east of Pleasant Hill well worth \$50,000, to the South African Metho-

dist Mission; for the poor black slave Lincoln freed, it was that helped to win the war in 1861, that are helping to win the war now, and it was they that donated their hard earned dollars earned by free labor that helped to rear the marble shaft at Springfield, Illinois, that marks the resting place of Lincoln, and reveres his memory.

I have now hastily traced the manner, in which the quaint old town of Pleasant Hill, was started, how the reign was settled, where the work began, and the order in which population spread. I have also referred to some of the men and women, who undertook the laborious task of opening up the highway, and have alluded to the predominating character without which it were impossible for them to have succeeded in their arduous undertaking; and now while all patriotic citizens are concerned in solving the present problems before our country, while every hand is stretched out to aid the suffering in our own and foreign lands brought on by the World's War—would it not be well and patriotic to pause a moment to pay a living tribute to our forefathers and mothers, and to give a grateful thought in acknowledgment of our debt to the men and women who fought with Indian savages when need be to defend their homesteads and villages from extermination, who went cold and hungry, who faced pestilence and disease, that they might bequeath to us, their descendants, a civilization, that is so rich and so complete?

REMINISCENCES OF THE BLACK HAWK WAR. AN
INTERESTING LETTER FROM GEN. ROBERT
ANDERSON TO E. B. WASHBURNE—CONTRIBUTED
BY SIDNEY S. BREESE.

MRS. JESSIE PALMER WEBER,
Secretary Illinois State Historical Society,
State House, Springfield, Illinois.

DEAR MRS. WEBER :

The enclosure relative to the Black Hawk War was sent to me by my cousin James B. Breese of Trenton, New Jersey.

This was given to him by a daughter of Robert Anderson, whom he just met recently at Lakewood, New Jersey.

Of this lady (Mrs. Eba Anderson Lawton), he says, "The lady who gave me this copy was a daughter of Robert Anderson. She was a very interesting lady indeed and knew many of our family connections."

I am going to ask that you make a copy of the enclosure and after doing so kindly return original to me, that I may send it to my cousin, who requested that it be returned.

You will note that there is a postscript to this letter evidently written by one General Vale, in which he comments on the letter.

These pages are evidently the original manuscript of some book, or memoirs, or something of that sort.

Minister Washburne tells the story of this episode in his career with a remarkable simplicity and modesty.

Very truly yours,

SIDNEY S. BREESE.

ROBERT ANDERSON TO E. B. WASHBURNE.

TOURS, FRANCE, May 10, 1870.

TO E. B. WASHBURNE,
Envoy Extraordinary, and
Minister Plenipotentiary of
The United States of America,
Paris, France.

MY DEAR SIR:

After our recent conversation about the Black Hawk War, you asked me to put my recollections of some of the incidents connected therewith in writing, and you were kind enough to suggest that my reminiscences would be of much interest to many of the old settlers in your adopted State. I should state, however, that my memory has been a good deal impaired, and that, therefore, many allowances must be made.

When the Indian disturbances under Black Hawk broke out in the spring of 1832, I was on duty at the St. Louis Arsenal, which was then under the command of Lieutenant Robert Bland Lee. I may here say that I graduated at the West Point Military Academy in 1825. When the hostilities commenced, General Atkinson was in command of Jefferson Barracks, and he was put in command of the expedition to suppress them. He proceeded at once to Fort Armstrong, on Rock Island. Having obtained the consent of my commanding officer, I volunteered to join his expedition, which I did at Rock Island. He immediately assigned me to duty as Assistant Inspector General on his staff. Many volunteers had gathered at Rock Island. Governor John Reynolds, of Illinois, soon arrived and took up his quarters with General Atkinson, and he remained with us nearly all the time till the close of the war.

After a considerable augmentation of the troops at Rock Island, we moved our forces up Rock River in keel boats, as far as Dixon's Ferry, so called after Captain Dixon, the first settler there. We made that place the general rendezvous of all the troops coming in. The cavalry had a camp on the south side of the river, and the infantry were in an intrenched camp on

the north side. The officers in command of the Illinois troops were General Henry, and General Posey, and another General whose name at this moment has escaped me; but General Atkinson was in command of the expedition. The force remained at Dixon's Ferry some two or three months, drilling and making some small expeditions.

We had a force of some fifteen hundred cavalry, the finest troops I ever saw. While at Dixon's Ferry, we were joined by a body of friendly Indians, headed by the Chief Chebansse, (I may not spell the name correctly). It was during this time that I went on an expedition to Ottawa with General Atkinson. It was then a small trading post, with only a few houses. We found one company of troops there whose term of service had expired. I mustered it out of service, but most of the men immediately re-inlisted, and I had the satisfaction of mustering them in again. Henry Dodge, afterward so well known, and so much distinguished as Colonel of Regiment of Rangers, authorized to be raised by Congress, was with us, and also Boon and Ford as Captains in the same regiment. Boon was a son of the celebrated Daniel Boon. I also mustered Abraham Lincoln twice into the service, and once out. He was a member of two of the independent companies which were not brigaded. The first time I mustered him into the service was at the mouth of Fox River, May 29, 1832, in Captain Elijah Iker (Iles) company. The Lieutenants in the company were J. M. Harriman and H. B. Roberts. The value of his arms was forty dollars, and his horse and equipments one hundred and twenty dollars. I mustered him out of the service at the "Rapids of the Illinois," June 16, 1832, and in four days afterwards at the same place, I mustered him into service again in Captain Jacob Early's company. The Lieutenants in this last company were G. W. Glasscock and B. D. Rush. Of course I had no recollection of Mr. Lincoln, but when President he reminded me of the fact.

I might mention that previous to this time, Governor Reynolds gave me a commission of Inspector General in the Illinois volunteer service, with the rank of Colonel. I now

have in my possession at home, that commission as an officer in the service of that State, now become so great and powerful. I recollect the fight at "Stillman's Run," some twenty miles above Dixon's Ferry, in which Colonel Strode, of one of the Illinois regiments, figured quite conspicuously. Among the officers who were with us at Dixon's Ferry, there were several who afterward became distinguished. There was Captain, afterward General Riley, distinguished in Mexico and California, and Lieutenant Albert Sydney Johnston, Aid and Assistant Adjutant General on General Atkinson's Staff, afterward so well known as a General in the rebel service, and who was killed at Shiloh. He was a cool, clear-headed man, and an excellent officer. Indeed, I have always considered him the ablest officer the rebels ever had in their service. Captain William S. Harney, (now General Harney), of the 1st Infantry, was also with us, a bold dashing officer, indefatigable in duty. So was also Captain William Graham, of the regular army, afterward Lieutenant Colonel, and killed at the battle of Molino del Rey.

The names of the members of General Atkinson's Staff, as nearly as I can recall them, were:

Lieutenant A. S. Johnston, A. D. C. Assistant Adjutant General, Lieutenant M. L. Clark (son of General William Clark, Governor of Missouri, who went with Lewis to explore the Rocky Mountains), A. D. C; Lieutenant Robert Anderson, Assistant Inspector General; Lieutenant W. Wheelwright, Ordnance Officer; Lieutenant N. J. Eaton, Chief Commissary Department; Colonel Enoch March, Quartermaster General.

The last named gentleman, was I think, the Quartermaster of the State of Illinois, and an extraordinary man, fertile in resources, prompt in deciding as well as acting. He was of inestimable service to us during the campaign.

General Reynolds was accompanied, if my memory serves me, by the Adjutant General of his State, General Turney. In every brigade there was a spy battalion. Captain Early was, in addition to those named to you, Captain of one of those companies.

William S. Hamilton, son of Alexander Hamilton, joined us at Dixon's Ferry, with a small party of friendly Indians. He was of much use to us from his knowledge of the Indian character and of the country.

The first movement of our troops was up Rock River and with a view of finding the Indians and giving them battle. My duty was to be in the advance, and select camping grounds for the troops. I was a great deal with the "Spy Battalion," commanded by Major W. L. D. Ewing of Vandalia, a brave and efficient officer. Jacob Fry was Colonel of the regiments in Henry's brigade, an excellent officer and an honest man.

Sidney Breese, since so distinguished in your State, was one of the Lieutenant Colonels. The country through which we passed (it was in July), was beautiful beyond description, surpassing everything I have ever seen in our own country, in Mexico or in Europe. The Indians constantly retreated as we advanced. Finally they struck west to cross the Mississippi River. We overtook them at "Bad Axe," on the bank of the river, on the 2d of August, 1832, just as they were making arrangements to cross, and there was fought the battle of Bad Axe, which ended in the complete rout of the Indians. It was a fight in the ravines, on the bottom land, and among logs and trees and underbrush. Black Hawk escaped, but was captured some time afterward, and taken to Fort Crawford and surrendered to Colonel Zachary Taylor, who was then in command of that post. The battle of Bad Axe having virtually ended the war, the troops were moved back to Dixon's Ferry and Rock Island, at which place I mustered them out of the service. General Scott was sent out to supersede General Atkinson, and take command of the expedition, but he did not reach the theatre of operations before the close of the war. He got down as far as Galena and from there he went to Fort Armstrong, where he established his headquarters. From Dixon's Ferry I was sent by General Atkinson with dispatches for General Scott at Rock Island, and to report to him for duty. He at once assigned me to duty, placing me in charge of the Indian prisoners. I have the record of the names of all these prisoners

among my papers. I have also among my papers in New York, all the original muster rolls of the Illinois troops, and I will take great pleasure in putting them at your disposal to be placed at your discretion among the archives of the State, or of some historical society in the State. This should be done with the approbation of the War Department.

General Scott having received information from Colonel Taylor of the capture of Black Hawk and a few of his chiefs, he detailed me with a guard to go to Fort Crawford for them, and to bring them to Fort Armstrong. We took for that purpose the steamboat Warrior, Captain Throckmorton. We left Rock Island early in the day, and before night there was indications of cholera among the soldiers on board the boat. There was no surgeon on board, and I did the best I could for them. When we arrived at the mouth of Fevre River, I had the boat tied up and took a skiff and went up to Galena in search of a doctor. I there found Dr. Addison Phileo who had been with us in the campaign, and he cheerfully returned with me to the steamboat, and took charge of my sick. We then continued our trip to Fort Crawford, where I delivered my orders to Colonel Taylor. By this time I had the cholera myself, and was scarcely fit for duty. Colonel Taylor, therefore, assigned to me for my assistance in returning with the Indians to Fort Armstrong, his Adjutant, Lieutenant Jefferson Davis. We took with us Black Hawk, his two sons, the Prophet and some other chiefs.

On reaching Fort Armstrong, the cholera was raging so violently in camp, that General Scott ordered the steamer to go immediately to Jefferson Barracks. I there turned my prisoners over to General Atkinson, who had resumed command of the post. I then resumed my original position at the St. Louis Arsenal, the temporary command of which post devolved on me some months afterwards.

Such, my dear sir, are some of my recollections of the "Black Hawk War," which created a great deal of excitement in the Northwest, and which was a great event in its day. It was my first service in the field, and I entered into it with all the zeal of a young officer who loved his profession and desired

faithfully to serve his country. I have retained many pleasant memories of the officers and soldiers with whom I was associated. There were never finer troops than the Illinois volunteer soldiers that we had with us. They were brave, intelligent and sober men, and always yielding a ready obedience to the commands of their officers. Many of them, both officers and privates, have since reached high positions in public life, and have reflected great credit, not only upon the State, but upon the Nation.

I have the honor to be, very truly

Your obedient servant,

ROBERT ANDERSON.

GENERAL VALE:

"In this simple narrative, this plain unvarnished tale, we read the character of Robert Anderson at a glance, and what a picture it presents of remarkable historic personalities. Such a grouping of individuals may never again be possible. In the foreground is the Hon. E. B. Washburne, Minister to France, during the most desperate hour of her existence, when Paris seemed to be one vast mad-house, and to the American Minister fell the task of protecting the lives of thousands, not only his own countrymen, who felt themselves safe only beneath the folds of the Stars and Stripes. Calm and dispassionate amid a fearful tumult he earned the grateful thanks of all the Nations for his courage and wise discretion, and here also we see the tall form of General Scott, Commander-in-Chief of the Army, still suffering from his wounds at Chippewa, and yet to be the conqueror of Mexico, and Lundys Lane, and Zachary Taylor, "Old Rough and Ready" to be in after years the hero of Buena Vista and the President of the United States, and Colonel Bennett Riley, to be the hero of Cerro Gordo, and General Atkinson, the successful hero of the battle which is described, and Lieutenant Albert Sydney Johnston of Kentucky, Chief of Staff to General Atkinson, whose heroic life and achievements would fill a volume. Commander of the Army in Texas in the War of the Revolution, Commander of gallant regiment in the war with

Mexico, successful commander of the expedition against the Mormons in Utah, and commander of the Confederate Army at Shiloh, that defeated the Union Army in the first day's battle, where he was mortally wounded. Captain William S. Harney, afterwards General Harney, of Mexican fame, and a celebrated Indian fighter; and there was Sidney Breese, an eminent citizen, afterwards United States Senator from Illinois; and those other three, ABRAHAM LINCOLN, JEFFERSON DAVIS, and ROBERT ANDERSON."

BIRTHDAY OF HENRY W. CLENDENIN.

August 1, 1917, was the eightieth birthday anniversary of H. W. Clendenin, editor-in-chief of the Illinois State Register, and a member of the Board of Directors of the Illinois State Historical Society.

At a surprise party tendered him at his home, 1009 South Second Street, Springfield, by some of his admiring friends and neighbors, he was as energetic as any of his friends. No one could have been happier than he.

After a dinner, arranged by the surprise party, had been served; after a beautiful gold-headed cane had been presented to him; after congratulatory messages from United States Senator James Hamilton Lewis, Hon. William Jennings Bryan, Congressman Henry T. Rainey, Circuit Judge Frank W. Burton and others had been read, and while the party was enjoying an after-dinner smoker, the surprised and delighted editor exclaimed with a boyish laugh—

"I'm having the time of my life!"

As was his usual custom, Mr. Clendenin went to his office early in the afternoon to supervise the editorial and other work. A conspiracy perpetrated by his friends detained him at the office until after 6 o'clock. When he went home a trifle later than usual, he was astonished, completely surprised and delighted to find his home filled with members of the surprise party.

There were happy greetings and congratulations all around. Dinner was served as arranged by a committee representing the surprise party. A huge basket of flowers was presented to Mrs. Clendenin. At the conclusion of the dinner, the gathering was called to order by Senator Thomas Rees. Circuit Judge Norman L. Jones of Carrollton, was chosen chairman and presided at the presentation of the cane to Mr. Clendenin. Former Congressman James M. Graham made the presentation speech in which a fine tribute was paid to the State Register and its editor.

Mr. Clendenin's heart was touched by the greetings in general and the remarks of Judge Jones and Mr. Graham in particular. He responded with expressions of deep gratitude and thanked all who had helped to make possible such a happy birthday anniversary party for him.

After the cane had been presented to Mr. Clendenin, Hon. James H. Matheny made a very pleasing address presenting the flowers to Mrs. Clendenin, who accepted them with appropriate expressions of thanks, not only for the flowers, but for the warmth of the congratulations to Mr. Clendenin.

V. Y. Dallman, who had acted as secretary for the committee on arrangements, was then called upon by Chairman Jones to read a number of messages which had been sent to him for Mr. Clendenin.

THE MESSAGE FROM BRYAN.

A telegram from William Jennings Bryan, sent from Chicago, read as follows :

"CHICAGO, ILL., August 1, '17.

"HON. H. W. CLENDENIN, Springfield, Ill.

"MY DEAR FRIEND: Please accept my most cordial congratulations upon this, the eightieth anniversary of your birth. God has been very good to you in permitting you to retain your physical vigor, while endowing you with the wisdom of age. May He be as good to your friends, your party and your country by sparing you to them for many years to come.

Affectionately yours,

WILLIAM JENNINGS BRYAN."

FROM CONGRESSMAN RAINEY.

Congressman Henry T. Rainey of Carrollton, Ill., sent the following message from Washington, D. C. :

"HON. H. W. CLENDENIN, Springfield, Ill.

"MY DEAR FRIEND: Please accept sincere congratulations. May I express the hope that you have ahead of you many years

of health and continued usefulness for your community, your state and your country.

HENRY T. RAINEY."

FROM U. S. SENATOR LEWIS.

United States Senator James Hamilton Lewis sent a brief letter from Washington, D. C., which read as follows:

"HON. H. W. CLENDENIN, Springfield, Ill.

"MY DEAR FRIEND: I am honored to congratulate you upon reaching that age which certifies the blessing of God upon you and the long life which has ever been the reward for faithful service to country and loving service to mankind.

"We are reminded by holy law that Enoch was chosen on his eightieth birthday as a companion for God and thereafter was known as having 'walked with God.' The service you have done your State—the counsel you have ever given your city—the friendship extended to your friends and the goodness and charity to those all about you, have been the virtues which blessed every one and were recognized as that for which you have been rewarded by the long life of usefulness that you have given to the civilization about you.

"I wish you many years of continued life and that they shall be filled with service and joy. I send you this note from the heart that acknowledges its indebtedness for your confidence and from the soul that expresses its gratitude for your devotion.

Sincerely your friend,

J. HAMILTON LEWIS."

FROM JUDGE FRANK W. BURTON.

Circuit Judge Frank W. Burton of Carlinville, who was one of those planning the event for Mr. Clendenin, was unable to be present. In his letter explaining that it was impossible for him to be in Springfield, he said:

"I regret this, but I wish you to tender my sincere regrets to the committee, also to Mr. Clendenin; and to express my

sincere congratulations and best wishes to our friend that he may be spared to be a guiding light to us for many years to come.

Sincerely,

FRANK W. BURTON."

Messages of regret were also read from Judge Rufus M. Potts, City Attorney Albert D. Stevens, Rev. F. W. Allen and several others who were called away from the city and were unable to be present.

After the reading of these messages, which were punctuated with applause, and which visibly affected Mr. Clendenin, Chairman Jones called upon several for remarks, and as the smoker progressed many happy tributes of respect were paid to Mr. Clendenin. Mrs. Clendenin and members of the family joined with the party in planning last night's surprise for Mr. Clendenin, and happily participated in the event.

After all present had paid fitting tributes to Mr. Clendenin and The State Register, Mr. Clendenin again expressed his deep gratitude and concluded, saying: "My dear friends, when you compliment The State Register you compliment not me alone, but my associate for these many years—Senator Thomas Rees—whose co-operation, courage and ability have been so essential to the success of The State Register, of which I am the editor."

EDITORIAL

JOURNAL OF
THE ILLINOIS STATE HISTORICAL SOCIETY

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JESSIE PALMER WEBER, EDITOR.

Associate Editors:

George W. Smith

William A. Meese

Andrew Russel

H. W. Clendenin

Edward C. Page

Applications for membership in the Society may be sent to the Secretary of
the Society, Mrs. Jessie Palmer Weber, Springfield, Illinois.

Membership Fee, One Dollar—Paid Annually. Life Membership, \$25.00.

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October, 1917.

No. 3

DUTY OF THE HISTORICAL SOCIETY TO COLLECT
AND PRESERVE THE HISTORY OF ILLINOIS
IN CONNECTION WITH THE PRESENT
WORLD WAR.

Members of the Illinois State Historical Society are reminded that under the method of procedure followed by the War Department in enlisting soldiers it will be very difficult to obtain reliable records of the names and services of the soldiers, of the present great war. The Adjutant General of the State has not complete records. The State Council of Defense is doing some excellent work along this line and Red Cross Associations are also helping. It seems, however, that local and State Historical Societies ought to volunteer to do this work. Some states have historical commissions for this purpose but historical societies can do the work quite as well, and such societies and their individual members should take up the work in their respective counties.

Members of the Illinois State Historical Society, this is your chance to serve the soldier boys. They will in later days

find this service of value and will appreciate it. Find out what is being done in your county and help to make the work more thorough and complete.

The Piatt County Historical Society has an admirable plan. They have the name of each soldier, names of parents, age of soldier, birth place, date of enlistment, rank, company, regiment, division, names of officers and whenever possible a photograph of the soldier. His stations in America are noted and the date of his departure for overseas duty. This information neatly placed in folders is filed in the Historical Society records. Newspaper items about each soldier, letters from him and anything pertaining to him is added from time to time. The original information is obtained from the registration and exemption boards.

Information is desired also as to actions in which these soldiers take part. In fact all information about our soldiers and sailors, either as individuals or as parts of military forces is important. Collections of diaries and letters will be of great interest. The soldiers should be encouraged to keep diaries or note books.

All books, pamphlets and monographs written by Illinoisans in regard to the war should be collected and catalogued. An important part of the history is the history of organizations for war relief. The wonderful work of the State Council of Defense will no doubt be written by some competent historian, but the work of its neighborhood committees, items of local interest in regard to its work will be of interest and may prove of value in the compilation of the greater history.

The Red Cross work, the Salvation Army war work, the Knights of Columbus work, and the activities of the many patriotic organizations should be recorded, and there should be the office of historian in each of them. The historian could be an able assistant and coadjutor to the Secretary but should not be the same individual.

If this is done in each county, and the records preserved by local Societies or in public libraries or sent to the State Historical Society, we will have at least the nucleus for a

reliable history of the part taken by Illinois in the present great war for Liberty and equality.

The Wisconsin History Commission has issued a bulletin which contains the following suggestions:

WISCONSIN WAR HISTORY COMMISSION.

I. Duties of the Wisconsin War History Commission—

1. It shall be the duty of the Commission to act as a central board in directing the work of collecting war history material throughout the State. To prepare programs and suggestions for the use of local committees. To direct by correspondence and personal visits the kind of material to be collected and to suggest plans for housing it.

2. The Commission shall provide for the appointment of a war history committee in each county of the State, the chairman to be appointed by the State War history committee, shall appoint his assistants, and provide for such subcommittees as he may deem advisable.

3. It shall be the duty of the Commission to collect, preserve, index, and properly file all material pertaining to the official activities of the State as a whole in the Great War.

4. The Commission shall endeavor to enlist the support of all allied organizations and agencies such as: the State Board of Education, the Free Library Commission, public schools, public libraries, local historical societies, educational journals and the press.

II. Duties of the County History Committees—

Collect and preserve the following material—

1. All records and official reports issued by the county council of defense, the Red Cross, and Y. M. C. A. committees, the liberty loan committees, the proclamations and reports of the county board, and all

county, city, or town bodies so far as they pertain to your county's activity in the war.

2. The reports of all public meetings held in the county for war purposes such as club meetings, labor unions, social and professional organizations. Secure copies of all resolutions passed at such meetings, and of the action taken.

3. Military material: Secure the name and address of every man from your county who enters military or naval service, his photograph and all group pictures showing military units, all letters and diaries that can be secured. In case the original letters cannot be obtained, endeavor to secure copies. (Note: The adjutant general's office does not have on file a complete list of all the men who have entered the service from Wisconsin. Unless these records are compiled by local committees, many of the names may never be recovered.)

4. Civilian war work and relief work: Such as the records of the local Red Cross organization, nursing, sewing, knitting, sending supplies to the soldiers, etc.

5. Children's work: Secure the name of every boy and girl who raises a war garden, engages in farm work, sells thrift stamps and liberty bonds; compile a record of the amount of work performed.

6. Economic and industrial material, including price lists, advertisements, market quotations, bank statements, financial statements of local factories, mills, stores, industrial corporations, etc.

7. Newspapers: A separate file of every newspaper published in the county should be placed in the war collection. If possible, an index should be made of every item pertaining to your county's activity in the war. Keep the index always available for public use.

III. Suggestions to the Chairman—

1. Committees: Appoint such subcommittees as may be necessary and delegate to the members the material they are to collect.

2. The Press: Use the press when possible but do not rely too much on it in soliciting material. Personal letters, interviews, and telephone requests will get results.

3. Schools: Interest the public schools in the work of your committee. Through the county and city superintendents, and the teachers, every school in your county, both public and parochial, should be reached. Where possible have the teacher offer credit for work in collecting war material. State Superintendent Cary is lending his aid by running items in the *Educational News Bulletin*, calling the attention of the teachers to the importance of collecting war material.

4. Libraries: The aid of the local librarian should be enlisted in all the work undertaken by the committee. The public library at the county seat, or the one most centrally located is suggested as a suitable place for depositing the material. If the county historical society has adequate quarters, we recommend it; also the county court house.

5. Prizes: If the money can be obtained, offer a five or ten dollar prize on "My County's Record in the War." Prizes could be offered at once on the subject "My County's Record in the First Year of the War," and let the papers include a survey of everything accomplished by your county from April 6, 1917, to April 6, 1918. Arrange for a grand prize to be offered at the close of the war, which will stimulate the pupils to be constantly on the lookout for material to be incorporated in their final paper.

(Signed) JOHN W. OLIVER, *Director,*
Wisconsin War History Commission.

The officers of the Illinois State Historical Society urge each member of the society to act as a special agent of the Society in this work. It is a plain duty and should be a labor of love.

DECEMBER 3, 1918 MEETING OF THE HISTORICAL SOCIETY TO BE
HELD IN COOPERATION WITH THE ILLINOIS
CENTENNIAL COMMISSION.

The Illinois Day meeting of the Society will this year be held in cooperation with the Centennial Commission by invitation of the Commission. This date completes the ninety-ninth year of Statehood and marks the beginning of the Centennial year. The four former governors of the State now surviving, Joseph W. Fifer, Richard Yates, Charles S. Deneen and Edward F. Dunne, will deliver historical and patriotic addresses. The meeting will be held in the State House at Springfield. There will also be a meeting of delegates from local Centennial Associations to discuss plans for Centennial observances.

GOLDEN WEDDING OF MR. AND MRS. JOHN A. LUTZ OF LINCOLN.

Mr. and Mrs. John A. Lutz, prominent residents of Lincoln, Ill., on Wednesday, October 24, 1917, celebrated their Golden Wedding at their home in that city by giving a dinner to the members of their family and intimate friends.

The marriage of Mr. and Mrs. Lutz took place in St. Louis on October 24, 1867.

Mrs. Lutz has for several years been a member of the Illinois State Historical Society, and the officers and members of the Society wish for her and her husband many years of happiness and usefulness. Mr. Lutz has been in business in Lincoln for fifty years.

CORRECTION AS TO DONORS OF GIFTS OF NEWSPAPERS.

In the Journal of the Illinois State Historical Society for April, 1917, credit was given and thanks extended to Mr. Milo

Custer of Bloomington for the gift of a miscellaneous collection of copies of newspapers.

This collection was the gift of the McLean County Historical Society, and not the personal gift of Mr. Custer, who has from time to time made donations to the State Historical Society.

The McLean County Historical Society will therefore please accept the belated thanks of the State Historical Society and its apologies for the error.

GEN. JOHN M. PALMER'S BODYGUARD.

Martin Taylor is dead. He died August 21, 1917 at Carlinville. He was born a slave and was the negro lad that General John M. Palmer brought home with him from the south in 1863 when the general came home ill with pneumonia. As his body servant Martin cared for him on the way home and was instrumental in saving the life of the general and later was saved in turn by the general's young daughter who defended him from a mob.

After General Palmer had returned south and had left the negro lad to help Mrs. Palmer, a sentiment arose among the southern sympathizers in the community and one night a party of horsemen was organized to mob the lad. The horsemen called at the Palmer home just at day break, but were met at the door by the general's brave daughter, Betty, who is now Mrs. E. A. Matthews, who flourished a pistol and threatened to shoot the first one who entered the house. After a parley the men withdrew and the daughter on searching for the lad found him trembling with fear where he had hidden under the bed in his room. This episode was later made the subject of John Hay's poem, "Banty Tim."

Later Martin joined the heavy artillery and was in the service for a year. After the war he returned to Carlinville where he afterwards resided.

THOMAS MARSHALL AND HIS WIFE, PIONEERS OF DEKALB COUNTY, MARRIED SIXTY YEARS, HOLD A CELEBRATION.

Mr. and Mrs. Thomas Marshall, aged 84 and 83 years, respectively, celebrated their sixtieth wedding anniversary

Monday, August 6, 1917, at their home in Sycamore. Their five sons, George M. and Taylor Z. Marshall of Belvidere, Ill.; Edwin O., of Kirkland, Ill.; Leslie D., of Byron; Wilber F., of Sycamore, and the one daughter, Mrs. Frank Ernest, and twelve grandchildren; Mr. Marshall's brother, John Marshall, aged 91 years, and his sister, Mrs. Edward Lawrence, of Elgin, aged 82 years, were guests of honor.

The couple are among the oldest citizens of DeKalb County. Mr. Marshall came from England in 1853 and has resided here ever since that time. He made the voyage from Liverpool to New York in a sailing vessel, taking twenty-nine days for the trip. There was no Ellis Island or emigrant inspectors to impede the passengers' progress in those days. The ship dropped anchor and they immediately made themselves at home.

The "conservation of food," Mr. Marshall thinks, is not a new idea, for on the sailing vessel coming over each passenger was allowed so much rice, tea, coffee, sugar, fish, and they carried their own supply of bread. They did their own cooking on a large cook stove, and there was real war, says Mr. Marshall, among the women passengers as to who would have the first cooking place on that stove. He found the people of Brooklyn, N. Y., hauling lumber with ox teams.

"The captain on the Erie canal boat was a fine chap," Mr. Marshall said. He would tell us where he would tie up for the night, and we would get off to stretch our legs by exploring the wayside country while the captain did his level best to get a 2:40 gate on the mules towing the boat.

Mr. Marshall located in DeKalb County, five miles from Sycamore, the county seat, working the first summer on a farm for \$12 a month. He then rented a few acres of land, and with his aged father and mother began farming.

The first crop which Mr. Marshall raised was mostly wheat, and as there was no market for his wheat he stored it in rail cribs, after cutting the timber, splitting the rails, and chinking the cracks with straw. This was his method for two years.

The Crimean war came on and the price of wheat for Europe went up to \$2 a bushel. That was the beginning of good times for Mr. Marshall.

He took his \$2 wheat money and made the first payment on a little farm of thirty-seven acres at \$12.50 an acre. This farm has grown to more than 1,000 acres. That land, known by the family as "the old home place," would now bring at least \$300 an acre.

Rachel Siglan came with her parents, Jacob and Hannah Siglan, and ten brothers and sisters, from Pennsylvania to Illinois in 1854, and on August 6, 1857, she became the wife of Thomas Marshall.

Mrs. Marshall take great pride in the fact that her family has always given of its best to its country. Her great-grandfather was in the revolutionary war, her grandfather was in the war of 1812, three of her brothers were in the civil war, and to-day her two grandsons, Thomas Marshall 2d and Joseph Marshall Cormack, have answered the call to the colors and are now at training camps.

Mr. Marshall was the first man in his neighborhood to get a reaper, mower, corn planter, and so on up the line of improved farm machinery from the old grain cradle to the self-binder.

He brought with him from his mother country a knowledge of tiling and proved to his farmer neighbors the benefit of the system by first tiling out the low places on his own farm.

For years Sycamore has been famous for her hard stone roads. That, too, was an idea which Mr. Marshall brought from overseas. As "pathmaster," the name given those good old days to the road commissioner, Mr. Marshall hauled stone and gravel and filled the sink holes in the roads. Some of his neighbors thought he was ruining the roads and wanted to get out an injunction, but when the spring rains came and they were able to get to town with a wagon and a single team they saw the wisdom of the "English stone road idea," as they called it.

In politics Mr. Marshall is "a dyed in the wool Republican," having voted for Abraham Lincoln in 1861 and all other Republican candidates. Both Mr. and Mrs. Marshall have been lifelong members of the Methodist Church. Mr. Marshall's father belonged to the earliest English branch of that church, paying a penny a week to attend the Methodist class meetings. Mrs. Marshall cast her first vote against John Barleycorn at the age of 80.

Years have not dimmed the interest of the couple in the great moving world about them. Mrs. Marshall is still doing her "bit" at the family stocking basket, while Mr. Marshall reads the ever welcome Chicago Tribune that he may know just what Uncle Sam and John Bull are doing to the kaiser.

MACOUPIN COUNTY OLD SETTLERS' MEETING.

The Macoupin County Old Settlers' Association held its annual picnic at Carlinville on August 16th, 1917. The program began at 1 o'clock, Mr. O. C. Sonneman of Carlinville, presiding. A number of old settlers occupied positions of honor on the speakers' stand. Senator Charles A. Walker made an interesting talk. Addresses were also made by Hon. Edward C. Knotts, Congressman Loren E. Wheeler and M. L. Kepingler. Governor Lowden, who was the principal speaker of the day, did not arrive until late and made a brief address which was given close attention by those in attendance.

The list of old settlers who died since the 1916 meeting was read by Secretary Victor Hemphill. Election of officers for the ensuing year was then held.

SANGAMON COUNTY OLD SETTLERS' ASSOCIATION.

The annual meeting of the Sangamon County Old Settlers' Association was held in Auburn on August 17, 1917, and was attended by between four and five thousand people. A plan was suggested by Hon. B. F. Caldwell that the next meeting be held in Springfield during the Centennial year and was adopted by the Association.

The speakers of the day were Hon. B. F. Caldwell, of Chatham; Congressman Loren E. Wheeler, of Springfield;

Hon. Hugh S. Magill, Jr., Director of the Centennial Celebrations, Springfield, and Rev. W. S. Schafer, of Pleasant Plains.

The meeting was called to order at 10:15 a. m. by President B. F. Workman. An address of welcome was delivered by A. O. Merriman, mayor of Auburn. The chairman then introduced Hon. B. F. Caldwell who paid great tribute to the old soldiers. Hon. Hugh S. Magill, Jr. spoke on the Centennial. Rev. W. S. Schafer gave a splendid address on "The Progress of the Times" and spoke directly to the "snow birds" in particular. Congressman Loren E. Wheeler spoke of the crisis facing the American people and the duty of every man, woman and child in the World war. He told of the vast sums of money necessary to successfully prosecute the war and called on all to make every sacrifice.

OLD SETTLERS' DAY IN MONTGOMERY COUNTY.

The Old Settlers' Association of Montgomery County met at Hillsboro on August 30, 1917.

The day was ideal. The sun shone brightly and it was cool and pleasant, and by noon the roads were in a shape for automobiles, and they came in an unbroken procession from every direction until night.

The band concert given in the morning in front of the courthouse by the Watch Factory Band of Springfield was one of the finest musical entertainments our people have ever had the pleasure of listening to. At the same time the Benld Band rendered a number of fine selections at the corner of South Main and Wood Streets. At 10:30 the old settlers assembled in front of the court house and were conveyed to the high school grounds in automobiles. At the grounds, after a musical concert by the band, the exercises were opened by Rev. Mr. Finan, pastor of the Baptist Church, who pronounced the invocation. Judge John L. Dryer then delivered a very appropriate address of welcome, after which Doctor George Scrimger, pastor of the Methodist Church, made a most excellent and forcible address.

After a picnic dinner was indulged in the Benld Band gave a concert which was followed by the address of the day

by former State Senator W. Duff Piercy, of Mt. Vernon. He was introduced by Senator S. D. Canaday and made one of the most forcible eloquent and effective speeches ever heard in Hillsboro on an occasion of this kind. His speech was along patriotic lines and he told why the United States was compelled to go to war with Germany, reviewing the history of the controversy from its inception. His talk was inspiring and intensely patriotic and he was frequently interrupted by the applause of a wonderfully sympathetic and remarkably responsive audience.

Old Settlers' Day Notes.

Stephen White, who is the only Mexican War veteran now living in Montgomery County was the oldest man present, being 94 years old last February. Mr. White enjoys the distinction of having been born in this county and of having lived here all his life except the time he was in the Mexican War. He was born near where Mount Moriah Church now stands in the south part of East Fork Township and has always lived within gunshot of where he was born. Mr. White was entitled to two gold headed canes, one for being the oldest man registered and one for being the oldest Mexican War veteran present. As he didn't need but one only one cane was awarded him.

Minor S. Gowin was here and came in one of being the oldest man present. Stephen White only beat him by a few months. Mr. Gowin used to live in Rountree Township and represented that township once on the county board of supervisors. He is 94 years of age. He lives in Kansas but makes frequent trips to Illinois to visit his son in Morrisonville and old friends in Jersey County where he originally settled. He takes long journeys in automobiles without inconvenience or fatigue, and is a remarkably well preserved old gentleman. He was given a gold headed cane for being the second oldest man present. He had his 33d grandchild with him.

Uncle John Knight of Irving, who is 84 years old, took the prize for being the oldest civil war veteran who registered, and he carried home one of the gold-headed canes. Mr. Knight

was born and raised in Irving Township. For the past four years he has been spending his winters in Pueblo, Colorado, on account of his health, but he informs us that he will not take his usual trip to Colorado the coming winter, but will remain here. Mr. Knight is interested in a gold mine in Colorado from which he has been drawing dividends. It is interesting to note that two of the winners of prizes, Mr. Knight and Uncle Stephen White, one 84 and the other 94 years old, are natives of Montgomery County.

Mrs. Helen Colvin was awarded the prize—a gold medal—for being the oldest woman who registered. She is 81 years old and proudly owns up to it.

Mr. and Mrs. A. C. Williams, of Hillsboro, were given the rocking chair for being the oldest married couple present. They have been married 58 years.

DEATH OF ILLINOIS WOMAN ONE HUNDRED YEARS OLD.

Mrs. Lucinda Lee Cope died at the residence of her son, Milton Cope, of Cameron, Mo., October 16, 1917. She was 100 years, 5 months and 29 days old. She was born in Boone County, Ky., and was a friend of the family of Daniel Boone.

When six years of age she moved to Jersey County, Illinois, with her parents and at the age of 16 years was married to George Cope. For seventy-five years she resided on the Cope homestead. She was the mother of eleven children.

GIFTS OF BOOKS, LETTERS AND MANUSCRIPTS PRESENTED TO THE
ILLINOIS STATE HISTORICAL LIBRARY AND SOCIETY.

Anna, Illinois. Evangelical Lutheran Church. Quadricentennial celebration of the Reformation. Centennial celebration of the organization of St. John's Lutheran Church. Gift of H. D. Hoover, Carthage, Ill. Same, gift of Rev. E. H. Gilmer, Anna, Ill.

Belleville, Ill. History of the Diocese of Belleville, Randolph County. Gift of Rev. F. Beuckman, Belleville, Ill.

California. Preliminary Report of the California Hist. Survey Commission. Gift of the Commission.

Canada. London and Middlesex Historical Society. Transactions 1902-7, 1908-9, 1909-11, 1911-12, 1912-13, 1914, 1915-16, 1917. Gift of Public Library, London, Ont., Canada.

Carnegie Endowment for International Peace. Year Book for 1917, No. 6. Gift of the Carnegie Endowment for International Peace.

Daughters of the American Revolution. The Walter Burdick Chapter D. A. R. Marshall, Ills. Year Book 1917-18. Gift of the Chapter.

Daughters of the American Revolution. Rev. James Caldwell Chapter, Jacksonville, Ill. Year Books for 1915-16, 1916-17, 1917-18. Gift of Mrs. Carl E. Black, Jacksonville, Ill.

Daughters of the American Revolution. Geneseo (Ill.) Chapter. Year Book, 1917-18. Gift of the Chapter.

Democracy versus Autocracy and other patriotic addresses delivered in New York City, July 4, 1917. Gift of Lincoln Memorial University, Harrogate, Tenn.

Filson Club Publication No. 26. The Kentucky Mountains—Transportation and Commerce 1750-1911. By Mary Verhoeff. Gift of the Filson Club, Louisville, Ky.

Genealogy. Genealogy of Clarks of Guilford Court House, N. C. Gift of Daisy Clark, R. F. D., Mt. Sterling, Ill.

Grand Army of the Republic. Illinois Department Roster of 1896. Gift of Dr. Homer Mead, Camden, Ill.

Grand Army of the Republic. Proceedings of the 51st Annual Encampment 1917, Bloomington, Ill. Gift Dept. Illinois Grand Army of the Republic, Chicago, Ill.

Holland's Influence on English Language and Literature. By T. de Vries. Gift of C. Grentzebach, 2729 N. California Av., Chicago, Ill.

Huguenot Society of South Carolina. Transactions 2, 5, 6, 10, 11, 12, 14, 15 and 22. Gift of the Huguenot Society, Charleston, S. C.

Illinois Bankers' Association. Proceedings of the 27th Annual Convention, 1917. Gift of M. A. Graettinger Co., Chicago, Ill.

Illinois. Federation of Womans Clubs—Illinois Composers. Gift of Mrs. Forrest H. Kellogg, Kewanee, Ill.

Illinois. In the Illinois Country. By Lotte E. Jones, Danville, Ill. Gift of the Author.

Illinois Veteran Volunteer Inf. Thirty-third Regiment Illinois Veteran Volunteer Infantry, Civil War. Annual report of the Secretary, Roll of the

Dead, Proceedings of the Bloomington Reunion June 6-8, 1917. Gift of V. G. Way, Gibson City, Ill.

Indiana Historical Collections. The Play Party in Indiana (Wolford). Gift of the Indiana Historical Commission, Indianapolis, Indiana.

Industrial Peace with Justice. Gift of the author, Mr. Stephen Day, Chicago, Ill.

Jacobi, Dr. Abraham. Medical Science on the Side of Alcohol. Gift of Educational Bureau, National Wholesale Liquor Dealers of America.

Letters. Original call for the pastoral services of Rev. Thomas Galt, 1836. Gift of Rev. W. A. Galt, 611 N. Kimball Street, Danville, Ill.

Lincoln, Abraham. Celebration of Lincoln's Birthday and of the Twentieth Anniversary of the founding of Lincoln Memorial University, February 10, 11, 12, 1917. Gift of the Lincoln Memorial University.

Lincoln, Abraham. Picture, cabinet size. Gift of Mrs. O. F. Stebbins, Springfield, Illinois.

Massachusetts Historical Society Proceedings, October, 1916-June, 1917. Vol. L. Pub., Boston. Gift of the Society.

Michigan Historical Commission. Michigan History Magazine, Vol. I, No. 1. Gift of the Commission.

Missouri. Chronicles of an old Missouri Parish. Gift of the author, Rev. John Rothensteiner, St. Louis, Mo.

Missouri Pharmaceutical Association, Proceedings for 1917. Gift of Henry Whelpley, Secretary, St. Louis, Mo.

Mount Carroll Woman's Club Year Book, 1917-18. Gift of Mrs. Fred Smith, Mt. Carroll, Ill.

Mountain Herald, Vol. 20, No. 8. August, 1917. Schools of Lincoln Memorial University Catalog for 1917. Gift of Lincoln Memorial University, Harrogate, Tenn.

National Service Hand Book. Gift of Committee on Public Information. Washington, D. C.

Royal and Select Masters Grand Council of Illinois, 1917. Gift of George W. Warvelle, 1901 Masonic Temple, Chicago.

St. Louis Public Library Monthly Bulletin. Dramatic Number August, 1917. A Partial list of plays in the Library. Gift of St. Louis Public Library, St. Louis, Mo.

Selleck Memorial with collateral connections. By William Edwin Selleck. Gift of Mrs. J. M. Selleck, Superior, Wis.

Slane, Odillon B. of Peoria, Ill. Poem on Lincoln. "Our State," an historical poem for the schools of Illinois. Gift of Odillon B. Slane, Peoria, Ill.

Stephenson, Dr. Benjamin. Picture of Doctor Benjamin F. Stephenson. Enlarged from an original photograph, given to George L. Drennan of Marysville, Mo., by Dr. Benjamin F. Stephenson. Presented to the Historical Library by Alfred L. Drennan, of Springfield, Ill., brother of George Drennan.

Village Paragraphs and others. By H. B. K. Gift of Mrs. Rebecca Harlan Kauffman, Oregon, Ill.

Wyoming Historical and Geological Society, Vol. XV, 1915-16. Gift of the Society.

Zurbonsen, Rev. A. Quincy, Ill. "Diary pages." "Golden Jubilee St. Mary's Congregation, Quincy, Illinois. Gift of the author.

NECROLOGY

DEATH OF DR. HORACE EDWIN HAYDEN.

Dr. Hayden, who was well known for his labors in the Wyoming Historical and Genealogical Society of Wilkes Barre, Pa., died at his home in that city on August 22, 1917.

Dr. Hayden will be greatly missed by the Wyoming Society and its interested friends whom he served for twenty-five years. His long service and arduous labors in his field of activity have been of inestimable value.

Mr. Christopher Wren has been elected to succeed Dr. Hayden.

SAVILLAH T. HINRICHSSEN.

BY MRS. ARTHUR HUNTINGTON.

In the death of Savillah T. Hinrichsen, August 28, 1917, at her home in Springfield, Illinois, there passed from the community and the country, one of the fast vanishing types of the militant woman of the old school.

A daughter of Nancy Wyatt and Edward S. Hinrichsen of Alexander, Morgan County, Illinois, she was reared in a home of culture and intellectuality and where she early developed the literary tendencies, which later proved her recreation, pleasure and livelihood. Her dignity of manner and her charming courtesy, the artistic picture she made when dressed in her mother's quaint old satin gown, the fichu of rare lace, her cap and her jewels, will long be remembered by those whose fortune and pleasure it was to know and see her.

Educated at the Woman's College in Jacksonville and the Ursuline Convent in Springfield, she was interested in all things that pertained to the development of woman—a strong believer in the equal rights of women and men, she, with the aid of Mrs. George Clinton Smith, so well remembered as the compiler and publisher of "Woman in Song" helped to organize the first equal suffrage party in Springfield.

She was at one time attached to the staff of the Jacksonville Courier and her sketches and articles were of unusual merit. She wrote a number of short stories using a non de plume. She afterwards expressed regret that she had not used her own name in order that she might receive credit for this authorship.

In politics she was an ardent Democrat and was State Librarian under the Altgeld administration; her brother, William H. Hinrichsen, being then Secretary of State.

She was a charter member of the Springfield Chapter, Daughters of the American Revolution, a member of the

Authors' Club, which long ranked as one of the most brilliant clubs of men and women in the State, the Springfield Art Association and various other societies which helped to uplift and elevate the community in which she lived. For a number of years she was interested in the "Travelers' Aid" at the Union Station and the hundreds of letters she received, testified to the care and the protection given by her to the stranger. A member of the State Historical Society she rarely missed a meeting and enjoyed to the utmost the ever interesting tales of the early life of our State and Country.

She was never married, devoting her life to her parents and after their death finding consolation and comfort with her Aunt Savillah, (Mrs. Robert B. Latham of Lincoln) for whom she was named and to whom she was devotedly attached and whose influence will long be felt and remembered by those who knew her.

Miss Hinrichsen believed firmly that if you wished to retain the love and respect of your relatives and friends, you should rule your own domicile and she lived alone with her books and her flowers, lending council and aid to those in distress and loving her neighbor as herself.

She was a member of the Episcopal Church, and the beautiful service of that church was held over her remains in her little home, surrounded by her sister and brother, cousins and friends and she was laid to rest in the beautiful cemetery at Jacksonville by the side of her father and mother.

"Bright was the world, when far away
Sudden the sea fog rose, and lay
The drooping sky to meet,
And in 'twixt valley—wall and wall
A broad embattled column tall
Rode like a ghostly fleet,
It came to find my work undone,
To pale my little round of sun,
To check my eager hand."

JUDGE FARLIN Q. BALL.

1838-1917.

Judge Farlin Quigley Ball, who died August 29th, 1917, was born in Shelby County, Ohio, March 28th, 1838. As a boy he went to Wisconsin with his parents. He was graduated from the University of Wisconsin in 1861 and the following year enlisted in the Thirty-fourth Wisconsin Volunteer Infantry. For his service he was promoted successively to the rank of major. He studied law with J. W. Johnson, of Madison, Wisconsin, and was admitted to the Wisconsin Bar in November, 1865.

Judge Ball was State's Attorney of Dane County, Wisconsin, for two terms and was attorney for the town of Cicero for three years. He came to Chicago in August, 1869, and was then admitted to the Bar of Illinois. He was elected Judge of the Superior Court in 1895. He served for sixteen years on the Superior and Appellate Court benches and retired from the bench in 1911 after having earned from his colleagues of the Cook County bench the title of "the ideal jurist." At a banquet given in his honor upon his retirement from the bench it was said of him: "He has always been correct in his judgment of the law, always patient and of the judicial temperament. His record as a man, a soldier, a lawyer and a judge is without a blemish."

While in active practice, he was a member of the law firms of Shufeldt & Ball; Monroe, Bisbee & Ball; and Ball, Wood & Oakley, and was the author of "Ball on National Banks."

Judge Ball served as president of the Chicago Law Institute and the Chicago Bar Association, was a member of the Illinois State Bar Association, the Illinois State Historical

Society, the Hamilton, Lincoln and Oak Park Clubs and was a Knight Templar. Judge Ball is survived by his widow, Mrs. Elizabeth H. Ball and two sons, Farlin H. and Sydney H. Ball.

President Edgar B. Tolman of the Illinois State Bar Association, appointed the following to represent that organization at the funeral services:

Stephen S. Gregory	Gilbert E. Porter
Edwin F. Bailey	Percy V. Castle
John T. Richards	Frederick W. Pringle

Joseph W. Moses, President of the Chicago Bar Association, being absent from the city, Amos C. Miller, Vice-President, appointed the following to represent the association at the funeral services:

Edwin M. Ashcraft	N. Moore Grier
Frank A. Helmer	William H. Holden
Henry R. Baldwin	Howard Henderson
Sidney C. Eastman	

President Frederick A. Rowe of the Hamilton Club, appointed the following to represent that organization at the funeral services:

Edward A. Dicker	Frederick W. Pringle
Frederick A. Rowe	Wm. A. Hutchinson
Chas. S. Woodward	John T. Richards
Henry R. Pebbles	Fred L. Rossbach
Geo. T. Buckingham	Arthur T. Cavey
Wirt E. Humphrey	John T. Muir
W. N. Gemmill	Archibald MacLeish
Freeman K. Blake	Samuel Kerr
Edwin A. Munger	Elliott Durand
Orrin N. Carter	LeRoy T. Steward
Oliver G. Cameron	Joseph H. Barnett
John L. Davidson	Albert Miller
Samuel A. Harper	Lloyd K. Marshall
William H. McSurely	Chas. E. Shearman
John J. Miller	Rufus F. Robinson

Funeral services were held Friday, August 31st, at 2:30 o'clock p. m., from his late residence, 207 Clinton Avenue, Oak Park. Interment was at Forest Home Cemetery.

WILLIAM H. JENKINS.

1846-1917.

William H. Jenkins died suddenly while in performance of his duties as chief book-keeper at the Illinois State Reformatory, at Pontiac, which position he held for over nineteen years. He was engaged in counting the day's cash on Friday afternoon at 4:30 o'clock, October 12th, 1917, when God's finger touched him and he slept.

The funeral was held at three o'clock Sunday afternoon from the First Presbyterian Church. Rev. Ross S. McCown, the pastor, conducting the services.

Mr. Jenkins was a native of Ohio, coming with his parents to Livingston County, Illinois, in 1859, when thirteen years of age. He was born in Miami County, Ohio, January 11th, 1846, was a son of Samuel R. and Mary Frederick Jenkins.

Mr. Jenkin's family is of Welch ancestry and came with William Penn to America, settling in Pennsylvania. He was reared on his father's homestead among the Ohio hills. After the manner of most farmer boys of that time he attended school in winter and helped on the farm in summer, he thus approached manhood. In the meantime occurred the outbreak of the rebellion. On December 30th, 1863, he enlisted in Company "C," 39th Illinois Infantry (Yates Phalanx), and for eighteen months he experienced the vicissitudes of a soldier's life. He met the enemy in many important engagements, among them Drewry's Bluff, Strawberry Plains, Darbytown Cross Roads and in various minor engagements and skirmishes. At Drewry's Bluff he was shot through the neck and shoulder. After three months' confinement in the hospital he joined his regiment and on October 13th, 1864, at Darbytown Cross Roads he was shot through the right leg above the knee, which necessitated amputation. He received his honorable discharge May 18th, 1865.

After spending a season on the farm he went to Chicago, took a course at Bryant and Stratton Business College. Returning to Pontiac, Illinois, he was appointed deputy County

Clerk, and remained in this office until 1876, when he was elected Circuit Clerk, which position he held four years and was then appointed deputy Circuit Clerk, serving in this office, and as deputy County Clerk, until 1889, when he moved with his family to Springfield, having been appointed by Secretary of State I. N. Pearson as Executive Clerk in his office, which he held during Governor Fifer's administration.

At the change in administration he took up his residence in Pontiac, and was appointed deputy County Treasurer, which position he filled until October 1st, 1898, when he received the appointment of chief book-keeper in the Illinois State Reformatory and continued in this office until the last moment of his life.

He leaves to mourn his death his wife, Bessie Jenkins, one son Charles L. and one granddaughter, Mary Frances Jenkins, three brothers and three sisters.

Mr. Jenkins was a devoted member of the Presbyterian Church; T. Lyle Dickey Post No. 105, G. A. R., Pontiac Lodge, I. O. O. F. No. 262, and Lodge 1019, Benevolent and Protective Order of Elks. The organization which he best loved to serve was the 39th Regimental Association (Yates Phalanx) organized in 1880, of which he had the honor of being the first president and as secretary and treasurer for many years, published the proceedings in booklet form each year. His last work for this organization was to send out invitations to surviving members and arrange for the annual meeting October 17th, 1917, at Farmer City, Illinois, which occurred a few days after he passed away. At this meeting Comrade J. R. White, on behalf of the Association, paid a touching tribute to his clean, true life as a soldier, a friend and a brother. At the conclusion of this address the comrades of the thirty-ninth and honorary members of the Association were requested to stand while a quartet sang "The Vacant Chair," as the song ended a comrade softly sounded "Taps," the bed time and last bugle call for a soldier.

Captain Jenkins was a devoted member of the Illinois State Historical Society, and of the Lincoln Circuit Marking

Association. He wrote a valuable article giving some new and interesting history of his regiment, the Yates Phalanx, which he prepared for and read at the meeting of the Illinois State Historical Society at its annual meeting in May, 1914. This article is published in the transactions of the Society for that year.

A brief memorial address on the life and services of Captain Jenkins was read by the Secretary of the State Historical Society at the annual meeting of the Lincoln Circuit Marking Association held at Danville, Illinois.

IN MEMORIAM.

RESOLUTIONS ADOPTED BY T. LYLE DICKEY POST, No. 105, FOR
W. H. JENKINS.

WHEREAS, At a regular meeting of T. Lyle Dickey Post, No. 105, Department of Illinois, Grand Army of the Republic, a committee was appointed to draft suitable resolutions on the death, character and services of our lamented comrade, William H. Jenkins.

WHEREAS, Our beloved comrade and esteemed fellow citizen, William H. Jenkins, has answered his last roll call here on earth and now stands before the Great Commander above.

WHEREAS, This sudden and sad event and the manner of his departure brings vividly to mind for our solemn reflection the frailty of earthly things, the brief tenure of human life and emphasizes our mutual dependence and obligations one to another as comrades, reflects the brief period of time allotted to his remaining comrades and makes manifest our duty to extend a helping hand and sincere condolence to his bereaved widow and family, and to honor our departed comrade by placing in the archives of our Post, in an enduring form, the record of his intense patriotism, heroism, good citizenship, sacrifices and invaluable services to this community and the nation.

WHEREAS, Comrade William H. Jenkins was born on January 11, 1846, in Miami County, Ohio, and died in Pontiac, Illinois, like a soldier on duty, on October 12, 1917, aged 71 years, 9 months and 1 day. Enlisted on December 30, 1863, was mustered into the United States service in Company C,

39th Illinois Infantry Volunteers (the Yates Phalanx) on January 15, 1864, and mustered out on May 18, 1865, because incapacitated for service on account of wounds received in battle.

For fifteen months he endured the hardships of a soldier's life in active service. He met the enemy in many important and minor engagements and skirmishes; was wounded in the throat and neck in the battle of Drewry's Bluff and in a short time left the hospital and joined his regiment. On October 13, at the battle of Darbytown Roads he was shot through the leg above the knee, which wound necessitated amputation and loss of his leg.

WHEREAS, "Billy" Jenkins has proven by his earthly career his true merit, that he was the soul of honor and good nature, that his record as soldier and citizen is worthy of emulation and should be a fond recollection and a sacred memory to his bereaved family, this Post, and this community, which by his distinguished services he honored by his presence.

RESOLVED, That the record of Comrade William H. Jenkins, as soldier and citizen is an honored one; that we mourn his loss, that he was literally shot out of the army, and we believe and declare that had Comrade Jenkins fought in every skirmish and battle in that terrible war from Manassas to Appomattox, he could not have added to his laurels or additional glory to his name as a gallant soldier and glorious patriot.

RESOLVED, That in their hour of bereavement, when bowed down with grief inexpressable, we assure his widow and family that every comrade shares with them their loss and great sorrow and extends sincere condolence.

RESOLVED, That a copy of these resolutions be spread upon the records of this Post for future reference; that a copy be sent to his widow and family and a copy be furnished by our adjutant to each of the Pontiac papers for publication.

R. M. JOHN,
S. M. WITT,
O. F. AVERY,
Committee.

RESOLUTIONS OF RESPECT.

PRESBYTERIAN BOARD PAYS TRIBUTE TO MEMORY OF W. H. JENKINS.

Resolutions of respect were adopted by the board of trustees of the First Presbyterian Church of the city of Pontiac at a meeting held Monday, November 12, 1917.

WHEREAS, On Friday, October 12, 1917, the Supreme God in His infinite wisdom has removed from among us our beloved friend, William H. Jenkins; and,

WHEREAS, Our deceased associate had been a member of this board of trustees for nearly forty years and had served as its secretary for thirty-five years, faithfully and religiously performing his duties in this capacity in such a manner as to inspire the greatest respect, not only of his co-workers and the membership of our church, but the entire community as well, we now pay this humble tribute to his life and character, recognizing his high purposes and lofty ideals which impressed themselves upon everyone who had come to know him;

RESOLVED, That the congregation of the Presbyterian Church and the community at large has lost a staunch friend. A true Christian gentleman has been taken from our midst, whom in our sorrow we must not consider lost but who having nobly completed his earthly labors has now entered into a higher field of service;

RESOLVED, That we extend to his bereaved wife and family our sincerest sympathy and at the same time assure them that his loss is not all their own, but ours as well.

RESOLVED, That a copy of these resolutions be sent to his bereaved wife, a copy be spread upon the record of this board of trustees for future reference and a copy given to the local newspaper for publication.

(Signed) Board of Trustees, First Presbyterian Church,
B. R. THOMPSON, *President.*
C. M. McCARLIE, *Secretary.*

MRS. LUCY LONG BRECKINRIDGE.

BY W. T. NORTON.

The death of Mrs. Lucy Long Breckinridge, widow of Dr. M. P. Breckinridge, seems to call for more than the passing notice which it received in the press at the time as she represented in her person the culture and valor of a past generation and which she passed on to the present. As a link between the present and the past her beautiful life was a notable one reaching from peaceful days in the south, in her early married life, through the storms of the Civil War, in which her husband was engaged, then to long, quiet years at the homestead in Alton, devoted to the care of her family, to the interests of the church and the neighborly life of a gracious Christian lady. And her years came to a close in the midst of the clamor of a war in which three of her grandsons are sustaining the record of their sires. And of this heritage of the past I wish to speak briefly that those of the present generation may realize, more fully, perhaps, how great is their debt to the forbears and early contemporaries of one who passed over a half century of her life in this community. She was the daughter of Col. Stephen H. Long, a noted scientist, civil engineer and explorer. He was the son of Moses Long, a soldier of the Revolution, and a brother of Capt. Enoch Long, an officer of the war of 1812, of Major G. W. Long, a graduate of West Point and an officer of engineers; of Dr. B. F. and Preble Long, all five brothers pioneer residents of Alton and Godfrey. All were men of distinction in their several professions. Enoch Long was the commander of the defenders of the Lovejoy press in the pro-slavery riot of 1837.

Col. Stephen T. Long was born at Hopkinton, N. H. in 1784, graduated at Dartmouth College, entered the army in 1814 as second lieutenant, and from that time on, including

a period as instructor in mathematics at West Point, gradually advanced in rank until his retirement, in 1863 as Chief of Topographical engineers, U. S. A. with the rank of Colonel. He probably filled more important positions and discharged more onerous duties than any other officer of engineers in the army. Following the expeditions of Lewis and Clark and Gen. Zebulon M. Pike he did more than any other explorer, by his surveys and discoveries, to unlock the secrets of the vast wilderness, lying between the Mississippi and the Rocky Mountains, a century ago. After a remarkable constructive career, at various stations, from the Atlantic to the far west, he closed his life in Alton, in a serene old age, in 1864. He was a man of sincere piety and a member of the vestry of St. Paul's Church. He rests under a massive granite tomb in Alton city cemetery, bearing simply his name and rank, but his enduring monument is "Long's Peak," named in his honor, over a hundred years ago, as the great pathfinder of the west.

Mrs. Breckinridge was born in Philadelphia, where her father was then engaged in government work. Later on he was stationed, for several years, at Louisville, Ky., where the daughter passed from childhood to womanhood. She was educated under the supervision of her father, himself a ripe scholar. She was proficient as a linguist conversing as readily in Spanish and French as in English. She studied under special tutors and became adept in all the accomplishments of the day befitting a young lady of high station. She was a talented musician, both by endowment and cultivation. Her skill as a pianist was the delight of her friends both in early and later years. Our musicians recall her renditions as marvels of taste and expression. She was remarkable for her beauty, grace and many accomplishments, but more than all, for the indefinable charm of the beautiful soul which shone through her face. These gifts and attainments made her in youth a social favorite and, remaining with her in after years, bound her in ties of affection to a host of friends.

At the age of nineteen she was married to Dr. Marcus Prevost Breckinridge, a scion of the noted Kentucky family

of that name, which to mention is to recall important events in our national annals. The doctor was a son of Rev. W. L. Breckinridge and a nephew of Rev. Robert J. Breckinridge, the latter especially famous for his intrepid and conspicuous loyalty, to the Union cause during the Civil War. Dr. Breckinridge was also a first cousin of John C. Breckinridge, Vice-President of the United States from 1857 to 1861 and candidate for President of the southern Democracy in 1860. The young couple, soon after their marriage, removed to Louisiana where the doctor engaged in the practice of his profession. He was a staunch Union man and when the war broke out he returned to the north with his wife. He entered the Union army as captain of commissary and was stationed at various posts. His wife sometimes remained with him but before the close of the war came to the Alton home of her father, who had previously removed here, and where her husband followed at the close of the conflict. The marriage of Dr. Breckinridge and his bride was an alliance of two families of marked distinction in the north and the south, but it was a union of mutual loyalty to a common cause and also of mutual devotion to each other. But it was a union all too short, for in 1870, Dr. Breckinridge passed away in the prime of manhood, leaving five children to the care of his wife. That these children were true to their heritage and became honored members of the community is a tribute to her domestic devotion and lofty ideals through her long years of widowhood, that cannot be too highly praised. Loved and revered by her family, and held in affectionate esteem by her associates and by the church in which she was honored she passed to her rest, after a brief illness to join in the divine strains of the "choir invisible." The faith of her father was hers and with it the reward promised the pure in heart. Her life recalls much of the country's history in which her own and her husband's forbears bore so honorable a part, and which her life as wife and daughter linked together. It is well to glance backward, sometimes "lest we forget" the debt we owe to those gone before.

Three children of Mrs. Breckinridge survive her: They are Mrs. Lucy B. Taylor, wife of the late T. A. Taylor, a prominent resident of Alton and a Union soldier; W. L. and Richard Breckinridge of Chicago. The former is chief engineer of the great Burlington system. She left six grand children, Ashley, of Kansas City; Marcus P. Lucian and Theodosia Taylor of Alton; W. L. and Frank Breckinridge, of Chicago; also two great grand children. Three of her grandsons are now in the army: Marcus P. with the U. S. Engineers at Honolulu; Lucian at Camp Bowie, Texas; and W. L. Breckinridge, IV, at training camp. Each holds the rank of Lieutenant. It is interesting to note the transmission of the engineering talent in this family through four generations. The son of Col. S. H. Long, Capt. Henry C. Long, W. L. Breckinridge III and three great grandsons, all became engineers.

The funeral of Mrs. Breckinridge took place from the family home on Friday, October 19, 1917, conducted by Rev. Frederick D. Butler, Rector of St. Paul's in the presence of a large company of neighbors and friends. The services consisted of the impressive ritual of the Episcopal Church and the singing of two favorite hymns of the departed. The interment was private, in the family lot in the City cemetery. She lies at rest beside the husband of her youth awaiting their call to the resurrection of the just.

DEATH OF MRS. T. RICE SMITH, FOR MANY YEARS
A WABASH EMPLOYEE.

Fifty-eight years of continuous service for the Wabash Railroad is the record of Mrs. T. Rice Smith, who died at her home in Jacksonville. T. Rice Smith, her husband, died in 1910 after fifty years of continuous service for the road, ending in 1909, when both he and his wife retired.

Mr. Smith's wife went in as an assistant to him in 1860, at Jacksonville. Both were born in Mallesburg, Ky. They were married in 1859. Mrs. Smith died in November, 1917.

These two people, who have served jointly for more than a full half century with the Wabash, have worked side by side with many men who have risen to prominence in the railroad world and business circles. Mr. Smith virtually learned telegraphy with Robert Clowry, now president of the Western Union Telegraph Company. Mr. Smith was first employed at Jacksonville and Mr. Clowry was operator at Springfield. They were the best of the few operators of that time.

Mrs. Smith was buried in Jacksonville.

JOHN WILLIAMSON LOWE.

1861-1917.

John W. Lowe was born in Dayton, Montgomery County, Ohio, October 4, 1861. He was the son of the Rev. Thomas O. Lowe and Martha Harshman Lowe.

Mr. Lowe enjoyed excellent educational advantages and early developed a taste for the study of American history. When quite a young man he came to Chicago and by industry and business ability he made a name and a place for himself in the ranks of men of large affairs. He was a member of the firms of the Wayanoke and Patterson Coal Companies. Mr. Lowe was not a politician in the usual sense of the word but he was interested in public affairs. He was at one time one of the directors of the Chicago Public Library.

While Mr. Lowe was interested in American history generally he had a special interest in the history of the War of 1812-1814, the Second War with Great Britain. He had a fine collection of books and prints relating to this war and at the time of his death he was arranging for an exhibition of this material at the Art Institute under the auspices of the Caxton Club.

Mr. Lowe was fond of society and belonged to a number of social clubs in Chicago and vicinity. He was a member of the Chicago Club, the University Club, the Owentsia Club and the Saddle and Cycle Club. He was a member of Illinois Society of the Sons of the American Revolution, Sons of the Revolution, the Sons of the War of 1812, and of the Illinois State Historical Society. He was for a time president of the Illinois Society of the War of 1812.

Mr. Lowe was a man of genial, social temperament, and of a pleasing personality. He was charitable, and did his

part toward relieving the sufferings of less fortunate people. He died at his home, 1446 Dearborn Parkway, Chicago, after a brief illness, on September 27, 1917. His venerable father, Rev. Thomas O. Lowe, survives him. Mr. Lowe also leaves a sister, Mrs. Ralph McKee, of New York.

Funeral services were held in Chicago, on September 28, and the remains were taken to his old home at Dayton, Ohio, where they were buried.

Hosts of friends testify to the worth of Mr. Lowe as a friend and as a citizen. He was a man who exemplified in his life and conduct what it means to be a true American. The world is richer for his having lived in it, and is the poorer by his passing away.

PUBLICATIONS OF THE ILLINOIS STATE HISTORICAL LIBRARY AND SOCIETY.

No. 1. *A Bibliography of Newspapers published in Illinois prior to 1860. Prepared by Edmund J. James, Ph. D., and Milo J. Loveless. 94 pp. 8vo. Springfield, 1899.

No. 2. *Information relating to the Territorial Laws of Illinois passed from 1809 to 1812. Prepared by Edmund J. James, Ph.D. 15 pp. 8vo. Springfield, 1899.

No. 3. *The Territorial Records of Illinois. Edited by Edmund J. James, Ph.D. 170 pp. 8vo. Springfield, 1901.

No. 4. *Transactions of the Illinois State Historical Society for the year 1900. Edited by E. B. Greene, Ph.D. 55 pp. 8vo. Springfield, 1900.

No. 5. *Alphabetical Catalog of the Books, Manuscripts, Pictures and Curios of the Illinois State Historical Library. Authors, Titles and Subjects, Compiled by Jessie Palmer Weber. 363 pp. 8vo. Springfield, 1900.

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Walworth Alvord and Clarence Edwin Carter. LVII and 597 pp. 8vo. Springfield, 1915.

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AN APPEAL TO THE HISTORICAL SOCIETY AND THE GENERAL PUBLIC.

OBJECTS OF COLLECTION DESIRED BY THE ILLINOIS STATE HISTORICAL LIBRARY AND SOCIETY.

(Members please read this circular letter.)

Books and pamphlets on American history, biography, and genealogy, particularly those relating to Illinois and the West; works on Indian tribes, and American archaeology and ethnology; reports of societies and institutions of every kind educational, economic, social, political, cooperative, fraternal, statistical, industrial, charitable; scientific publications of states or societies; books or pamphlets relating to all wars in which Illinois has taken part, and the wars with the Indians; privately printed works; newspapers; maps and charts; engravings; photographs; autographs; coins; antiquities; encyclopedias, dictionaries, and bibliographical works. Especially do we desire

EVERYTHING RELATING TO ILLINOIS.

1. Every book or pamphlet on any subject relating to Illinois, or any part of it; also every book or pamphlet written by an Illinois citizen, whether published in Illinois or elsewhere; materials for Illinois history; old letters, journals.

2. Manuscripts; narratives of the pioneers of Illinois; original papers on the early history and settlement of the territory; adventures and conflicts during the early settlement, the Indian troubles, or the great rebellion or other wars; biographies of the pioneers; prominent citizens and public men of every county, either living or deceased, together with their portraits and autographs; a sketch of the settlements of every township, village, and neighborhood in the State, with the names of the first settlers. We solicit articles on every subject connected with Illinois history.

3. City ordinances, proceedings of mayor and council; reports of committees of council; pamphlets or papers of any kind printed by authority of the city; reports of boards of trade and commercial associations; maps of cities and plats of town sites or of additions thereto.

4. Pamphlets of all kinds; annual reports of societies; sermons or addresses delivered in the State; minutes of church conventions, synods, or other ecclesiastical bodies of Illinois; political addresses; railroad reports; all such, whether published in pamphlet or newspaper.

5. Catalogues and reports of colleges and other institutions of learning; annual or other reports of school boards, school superintendents, and school committees; educational pamphlets, programs and papers of every kind, no matter how small or apparently unimportant.

6. Copies of the earlier laws, journals and reports of our territorial and State Legislatures; earlier Governors' messages and reports of State Officers; reports of State charitable and other State institutions.

7. Files of Illinois newspapers and magazines, especially complete volumes of past years, or single numbers even. Publishers are earnestly requested to contribute their publications regularly, all of which will be carefully preserved and bound.

8. Maps of the State, or of counties or townships, of any date; views and engravings of buildings or historic places; drawings or photographs of scenery; paintings; portraits, etc., connected with Illinois history.

9. Curiosities of all kinds; coins, medals, paintings; portraits; engravings; statuary; war relics; autograph letters of distinguished persons, etc.

10. Facts illustrative of our Indian tribes—their history, characteristics, religion, etc., sketches of prominent chiefs, orators and warriors, together with contributions of Indian weapons, costumes, ornaments, curiosities, and implements; also stone axes, spears, arrow heads, pottery, or other relics.

In brief, everything that, by the most liberal construction, can illustrate the history of Illinois, its early settlement, its progress, or present condition. All will be of interest to succeeding generations. Contributions will be credited to the donors in the published reports of the Library and Society, and will be carefully preserved in the State house as the property of the State, for the use and benefit of the people for all time.

Communications or gifts may be addressed to the Librarian and Secretary.

(MRS.) JESSIE PALMER WEBER.

The Oregon Trail

By

JONATHAN TRUMAN DORRIS

A Thesis Submitted for the Degree of Master of Arts
University of Wisconsin

1918

PREFATORY NOTE.

THE OREGON TRAIL.

By JONATHAN TRUMAN DORRIS.

A thesis submitted for the Degree of Master of Arts, University of Wisconsin, 1918.

I chose this subject for my master's thesis at the suggestion of Professor F. L. Paxson, under whose able direction I have endeavored to give a fair account of one of the most interesting events in the expansion of our great nation. Excepting in the chapter on Government Aid and Protection, comparatively little attention had been given to things relating to the Trail before 1842. The narrative, then, consists very largely of those elements of interest on the Trail during the years of 1842-1847. I have quoted from the sources very freely, hoping, thereby, to render the story more interesting.

I desire to express my keen appreciation of the pleasure and privilege of preparing this work in so delightful environment as the Wisconsin Historical Library.

J. T. D.

THE OREGON TRAIL.

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THE OREGON TRAIL.

A Thesis Submitted for the Degree of Master of Arts,
University of Wisconsin, 1918.

By JONATHAN TRUMAN DORRIS.

CHAPTER I.

THE EASTERN TERMINI.

A. *The Causes of the Emigration to Oregon.*

Prior to 1819 four countries claimed the region commonly known as the Oregon Country. They were Spain, Russia, England and the United States. In 1819 Spain relinquished her claim in a treaty with the United States in which she recognized 42 degrees as the northern boundary of her possessions. Russia eliminated herself in the same manner in 1824-25 in separate conventions with the United States and England by which she recognized 54° 40' as the southern extremity of Alaska.¹

England and the United States even before their treaties with Russia had agreed to a joint occupation of Oregon for a period of ten years. In 1827 this convention was renewed for an indefinite time with the provision that either nation could terminate the agreement on one year's notice.²

Active American interests in Oregon may be dated from the expedition of Lewis and Clark in 1804-6.³

Some five years after this John Jacob Astor established a trading post upon the Columbia.⁴ From this time forth communication through trade existed between the Oregon Country and the Atlantic Coast region. Traders and trappers, following old Indian trails and the general route of

¹History of Oregon and California and Other Territories on the North Coast of North America, by Robert Greenhow, Boston 1845, second edition, chapter 15, page 314,315; chapter 16, page 341.

²Ibid. p. 354.

³Ibid. p. 284, 296.

⁴Ibid. The text of the five treaties may be found 477-481 in Greenhow.

Lewis and Clark, beat out a line of communication between the valley of the Columbia and the valley of the Mississippi which became known as the Oregon Trail. Missionaries in time located in Oregon and augmented the interest in that region.⁵

British interests in Oregon, on the other hand, were being fostered and extended by the Hudson Bay Company, which operated from Canada. The English traders, also, were accompanied by missionaries whose interests in the final disposition of Oregon were decidedly pro-English.⁶ Traders and missionaries, then, representing both English and American interests, were precipitating a crisis between their respective countries over the ownership of the Oregon Country, since their interests clashed in that region and since the progress and development of the region necessitated the laws and the control of some one government there. Both the English and the Americans were pressing claims to the entire region and demanding a settlement based on their respective claims.⁷

The greatest concern in the United States over the settlement of the Oregon question, as might be supposed, was in those states nearest the eastern terminus of the transcontinental line of communication with that country. In Missouri, perhaps, the spirit of a settlement based upon the ownership of the United States was strongest. Both of her senators⁸ during the later thirties and early forties were champions of measures which provided for American control of the Columbia valley. England seemed disposed to hold on to the country and much anxiety prevailed in the United States over the probability of her securing all of it. This anxiety became intense when it became known in 1842 that the Webster-Ashburton Treaty had been concluded settling the northeastern boundary between the United States and Canada without any understanding of the ownership of the region beyond the Rockies.⁹

⁵ Greenhow, p. 360.

⁶ Ibid. p. 30-32.

⁷ See Greenhow, chapter 18.

⁸ Greenhow, p. 379-384. Senators Linn and Benton led in the program of the colonization and occupancy of Oregon by the U. S.

⁹ See Greenhow, chapter 18, especially pages 376-394.

Citizens of Missouri, Illinois, Iowa, Indiana, Kentucky and other western and southern states demanded through memorials to Congress that the United States terminate the treaty of joint occupation with England and assert her claims to the territory. In these states public meetings and conventions for the purpose of declaring American ownership to Oregon were numerous. Such towns as Alton and Springfield, Illinois, Bloomington, now Muscatine, Iowa, Cincinnati, Ohio, and St. Louis, Mo., held public meetings and adopted resolutions stressing the importance of the retention of Oregon. Emigration societies were also organized to encourage the settlement of Oregon with an American population, which would compel Congress to retain possession of the region and eliminate the English.¹⁰

Returning travelers from the Pacific had always given glowing accounts of the fertility of the soil, of the climate, and in general, of the favorable prospects of human habitation in the Oregon Country. From the time of Lewis and Clark's expedition much had been published, which had diverted people's attention to that region. Sporadic attempts at colonization were made even before the forties.¹¹ After the emigrations of the forties were well under way, the written material favorable to further emigration was voluminous.

Added to the interest in Oregon due to international complications there were other conditions, not so remote in point of place, which influenced emigration. The United States experienced a severe panic in 1837, the evils of which continued to operate for a number of years. The West suffered most. Thousands of people were hopelessly in debt and in no wise able to see how they were ever to succeed where they were. In their despair they heeded the seductive "Call

¹⁰ Greenhow, p. 376, 377. See also Oregon Historical Society Quarterly, Vol. 9, March 1908—December 1908, (Salem, Oregon) pp. 388-411. The Edinburgh Review in July 1843 asserted that "However the political questions between England and the United States, as to the ownership of Oregon, may be decided, Oregon will never be colonized overland from the United States. The world must assume a new face before the American wagons make plain the road to the Columbia as they have done to the Ohio." Greenhow, page 392, footnote.

In Boston as early as 1829 was formed the American Society for encouraging the Settlement of the Oregon Territory. See general circular issued by that body to encourage emigration in 1831, in Oregon Pamphlets, vol. 1 and 3.

¹¹ The Works of Hubert Howe Bancroft, vol. 29, History of Oregon, vol. 1, San Francisco, 1886, for account of Peoria party of 1839. In footnote of same volume, page 251, several estimates of the number of Americans in Oregon in 1841 are given.

of the Wild" and turned their faces toward the land "where rolls the Oregon." Economic conditions, or influences, then, were the chief factor behind this westward emigration.¹² The legislation favorable to emigration pending in Congress in 1842-43 was another factor in influencing many to go in 1843. The bill which was under consideration during the session of '42 and '43 and which the Senate did pass, provided for large land grants to emigrants to Oregon and for the establishment of a line of military posts for protection along the way.¹³

Besides the hard times following the panic of 1837, other conditions favoring emigration were lack of sympathy with the institution of slavery among some people in "Kentucky, Missouri and other border slave states." Climatic conditions in the Mississippi valley were also conducive to the "Oregon fever." Chills, Malaria, and other ailments were said to be foreign to Oregon.¹⁴

B. The Missouri and Iowa Towns.

The region of the Great Bend of the Missouri, accustomed to only a mild visitation of travelers and traders in the twenties and thirties, became the recruiting ground for great companies of emigrants in the forties. In 1842 the emigration really began when about 100 men, women and children crossed the continent to Oregon; in 1843 a thousand others followed.¹⁵ Over the country in wagons drawn mostly by oxen, with their wives and children, household goods, and sundry other things, and often driving their cattle before them, came hundreds of farmers, merchants, and men of other vocations on their way to the Columbia. Not only were the highways crowded by these pilgrims, but the river craft came in for their share of the transportation.¹⁶ The steamboats up the Missouri carried passengers who depended on fitting themselves out at one of the terminal towns.

This eastern end of the Oregon Trail, then, may be regarded as having several termini, where the emigrants arrived from the East, made their final preparations for the

¹² Oregon Historical Society Quarterly, vol. 1, p. 352, pages 140-144.

¹³ See Peter H. Burnett, *Recollections of an Old Pioneer*, (New York) 1880, p. 97. Burnett, having a wife and six children, under the provisions of the bill would have received 1600 acres.

¹⁴ Oregon Historical Society Quarterly, vol. 1, p. 352-53.

¹⁵ Bancroft, vol. 29, pp. 391-395.

¹⁶ Francis Parkman, *The California and Oregon trail*, (New York) 1849, p. 10.

journey, organized themselves into companies, bade farewell to civilization, and began their real exodus to that land which was to be their Canaan.

The towns which witnessed the departure of, and gave the last aid to the emigrants were Independence, St. Joseph, Westport, Weston, Missouri,¹⁷ and Council Bluffs, Iowa. From these several points of advantage on or near the Missouri the caravans moved westward striking a common trail, which they pursued to the valley of the Columbia.

The part which these frontier towns played in the communication between the States and the far west during the period under consideration was very considerable. From the Great Bend of the Missouri another Trail—The Santa Fe Trail—had long been in use.¹⁸ It was the line over which traffic with the far Southwest was carried on. The prosperity which all of this overland trade brought to these towns was also very considerable.

The exigencies of the journey to Oregon demanded much forethought and consideration preparatory to starting: the time consumed was about five months; the route lay through a region uninhabited, except by the Indian and the wild beast; very little in the way of provision could be found on the way, even water was scarce or unfit for drink for long distances; the wear and tear on the wagons and teams would be considerable; and then the emigrant must take with him some necessities of civilized life to insure his comfort and success at the end of his journey.

The time of departure, through necessity, was in the spring. Yet the start could not be made until the grass was of sufficient growth to furnish grazing for the cattle. In many instances the emigrants disposed of their property in the fall, winter, or early spring, and went to western Missouri to await the most convenient time to begin their journey, depending for the most part on outfitting themselves at one of the terminal towns.

The inhabitants of these towns and of the immediate vicinity catered to the emigrant trade, endeavoring to supply

¹⁷ Reuben Gold Thwaites, *Early Western Travels, 1748-1846*, volume 30, Joel Palmer's *Journal of Travels*, Cleveland, 1906, p. 261. Also Joel Palmer's *Oregon, Cincinnati*, 1851, p. 12.

¹⁸ Colonel Henry Inman, *The Old Santa Fe Trail* (New York, 1897).

every want and to render every possible assistance. The newspapers were active in giving valuable information concerning the Oregon Country, the journey over the trail, and the necessary preparations for the journey. The Independence expositor announced in the spring of 1845 that "animals, provisions, and everything for complete equipment are to be obtained in abundance and on the most liberal terms in this country."¹⁹ This same paper in February 1847, after giving the facilities in Independence for fitting out emigrants and explicit information concerning the character of the knowledge necessary for the journey, gave a long list of mercantile establishments there which showed how well the business interests of the place were organized to care for the emigrants. At that time there were "47 blacksmith forges with between some four and five hundred employed, directly and indirectly in the manufacture of wagons."²⁰ The editor further stated that the farmers and merchants of Independence vied with each other in furnishing the best articles and commodities at the lowest rates.²¹ The newspapers advertised that emigrants would do well to wait until they arrived at the frontier before fitting out, as they would save not only the carriage but profit by purchasing in a cheaper market than that farther East.²²

As has been inferred, Independence was the first Missouri frontier community to profit by this traffic with the West. Here the traders and missionaries had made their last preparations many years before the period of Oregon colonization. From here the first considerable company of emigrants, that of 1842, set forth. At Independence hundreds more assembled in the spring of 1843 preparatory to going to Oregon. As early as September, 1844, the Independent Journal stated that Independence would continue to be the annual rendezvous for the Oregon emigrants whose outfitting would cost \$50000, "all of which our citizens may furnish." The same issue also stated that \$150000 was expended annually at Independence in outfitting Santa Fe traders.²³

¹⁹ Oregon Historical Society Quarterly, vol. 11, p. 310.

²⁰ Oregon Historical Society Quarterly, vol. 11, p. 310-11.

²¹ Ibid. From article taken from Independence Expositor for February, 1847.

²² Oregon Historical Society Quarterly, vol. 4, p. 270.

²³ From Independence Expositor.

As already stated Independence did not enjoy a monopoly of the emigrant business. St. Joseph, a neighboring town on the east bank of the Missouri and about fifty miles farther north, figured very prominently as an outfitting place. The town had only 200 inhabitants in 1842, but by 1846 it had nearly 1000 people.²⁴ In the spring of 1849 the population is given as 1900 with 19 well equipped stores with an aggregate stock of \$400000.^{24b}

Beginning with 1844 St. Joseph became an important fitting out station.²⁵ The prominent part the town took in the emigrant trade was largely due to its position. Those who took steamboat passage to the frontier often continued up the river to that point to disembark. The route from this place was more direct, too, than that from the vicinity of Independence, for those coming from Iowa, Illinois, Northern Missouri and Ohio, and Michigan.²⁶ Other advantages were attributed to St. Joseph also. Ox teams and other needs were easily obtained; fewer streams were to be crossed in approaching the frontier.²⁷

Other Missouri border towns which deserve mention were Westport and Weston.²⁸ The former, with Independence, is now a suburb of Kansas City. The old Santa Fe Trail led through Westport as well as through Independence. The rise of this town was due to the "caprices of the Missouri river" which destroyed the landing at Independence; a stable landing being located further up the stream the boats went there. Westport, being a short distance from this landing, came to divert much trade from Independence.²⁹ Weston was on the east bank of the Missouri about midway between Independence and St. Joseph. The Weston Journal published there was very active in disseminating news concerning the Oregon country and facilities for emigration there. The

²⁴ Oregon Historical Society Quarterly, vol. 1, 357.

^{24b} History Buchanan County and St. Joseph, St. Joseph Publishing Co., page 83.

²⁵ Ibid. p. 87. From March to September 1843, one hundred and forty-three buildings were erected in St. Joseph. Ibid. p. 85.

²⁶ Oregon Historical Society Quarterly, vol. 1, p. 354.

²⁷ Ibid. Also see Thwaites Early Western Travels, vol. 30 (Palmer's Journal) p. 261.

²⁸ Oregon Historical Society Quarterly, vol. 1, p. 354.

²⁹ Hiram Martin Chittenden, History of the American Fur Trade, 3 vol. (New York 1902), vol. 1, p. 463-4.

prospectus of this paper regularly contained a paragraph stating "that the patrons of the Journal may expect to find in its columns everything of interest which may be gathered either from public or private resources relating to a country (Oregon) of such vast extent, varied scenery and diversified soil and climate."³⁰

The most northern point of departure for Oregon was Council Bluffs, Iowa.³¹ A correspondent in the *Weston Journal* for April 1845 wrote that all emigrants to Oregon should pass through Council Bluffs as the road that way was in excellent condition. The streams were bridged or had ferries, "so that no obstacle to cause an hour's detention until the company should reach the Bluffs existed".³² He also stated that the road west from that place was better than the lower route. By 1850 Council Bluffs came to have the largest transcontinental travel.³³

The scenes of activity presented by these border towns on the eve of the departure of the emigrants was picturesque. Here upon the western frontier of civilization, as it were, assembled people from every state in the Union, especially from those west of the Alleghenies, representing every nationality of western Europe. The whole atmosphere seemed disturbed with energy and action. There seemed to be no idlers; but, on the contrary, every person seemed to be bent upon the speedy accomplishment of something. Some men were purchasing wagons, yokes, harness, tenting; others were having wagons repaired and horses shod; farmers were marketing their products; dealers in stock were selling oxen, cattle, mules and horses; merchants were displaying their wares and supplying customers with necessities for the journey; blacksmith shops and forges were resounding with the preparation of conveyances for the emigrants: carpenters were building and enlarging houses to accommodate the ever increasing demands on the community; traders were arriving from various western parts, augmenting the already varied picture.

³⁰ Oregon Historical Society Quarterly, vol. 4, page 273.

³¹ Thwaites, *Early Western Travels*, vol. 30, p. 261.

³² Oregon Historical Society Quarterly, vol. 4, p. 254.

³³ *Ibid.* 354.

A witness to all this wrote later an excellent account of its picturesqueness.³⁴ "The town of Independence was at this time a great Babel upon the border of the wilderness. Here might be seen the African slave with his shining black face driving his six-horse team of blood-red grays, and swinging from side to side as he sat upon the saddle, and listening to the incessant tinkling of the bells. In one street, just driving out of town, was an emigrant, who, having completed all his preparations, was about entering upon the great prairie wilderness, whistling as though his mouth had been made for nothing else. * * *

"Here might be seen the indolent, dark-skinned Spaniard smacking a cigar as he leaned against the sunny side of a house. He wears a sharp conical hat with a red band; a blue round-about, with little brass buttons; his duck pantaloons are open at the side as high as the knees, exhibiting his white cotton drawers between his knee and his low half-boots.

"Santa Fe wagons were coming in, having attached to them eight or ten mules, some driven by Spaniards, some by Americans resembling Indians, some by negroes, and some by persons of all possible crosses between these various races; each showing in his dress as well as in his face some distinctive characteristics of his blood and race, the dirty poncho always marking the Spaniard. The traders had been out to Santa Fe, and having sold their goods in exchange for gold dust, dollars and droves of mules, were then daily coming in; the dilapidated and muddy condition of their wagons and wagon sheets, and the sore backs of their mules, all giving evidence of the length and toil of the journey they had performed and were about to terminate.

"Merchants were doing all in their power to effect the sale of supplies to emigrants. Some of the emigrants were hurrying to and fro, looking careworn, and many of them sad, as though the cloud had not yet passed away, that had come over their spirits as they had torn themselves from friends and scenes around which had clustered memories of the heart. One was seen just starting, calling out to his

³⁴ This bit of excellent description was written by Jesse Quinn Thornton in his *Oregon and California* in 1848, two volumes, (New York 1849.) See vol. 1, p. 14-16. Mr. Thornton went to Oregon in 1846. Francis Parkman, *California and Oregon Trail*, pages 1-18 gives a good description of Independence in the Spring of 1846.

oxen and cracking his whip as though the world was at his control. Although some four or five children in the wagon were crying in all possible keys, he drove on, looking cheerful and happy, as though he was perfectly sure that he was going to a country where the valleys flowed with milk and honey."

Such was the spectacle which the traveler witnessed in the frontier towns during the flourishing days of the Oregon Trail.

C. The Equipment.

The instructions and guides for emigrants were explicit and inclusive to the finest detail in giving the kind and character of the outfitting. The wagons were such as experience had found to be the best. "The running gear should be made of the best materials and it should also be of the most excellent workmanship. The wagons should have falling tongues, as they have a decided advantage over any other kind for this trip.³⁵ * * * The wagon sheets, instead of being painted, should merely be daubed, as painting makes them break, and the bows should be well made and strong. It is best to have sideboards, and to have the upper edge of the wagon body bevelled outwards, so that the water running from the sheet may, when it strikes the body, be shed down the sides. It is well, also, to have the bottom of the bed bevelled in the same way, to preclude any possibility of the approach of water to the inside. With your wagon thus prepared you are as secure as though you were in a house."³⁶ Every thoughtful man always took with him a chest of tools, nails, bolts and sundry other things for repairs.

The wagons, in most part, were drawn by oxen. Horses and mules were sometimes used, but experience proved that oxen were more reliable, being sure-footed and more willing to go through difficult places. Moreover, they fared far better for food along the way. Cows were recommended to serve all the purposes of oxen, and in addition they would furnish a wholesome beverage along the journey.³⁷

Since there were no stations along the route where provisions could be obtained, it was necessary that an ample

³⁵ George Wilkes, *The History of Oregon*, (New York 1845), p. 67-69; *Oregon Historical Society Quarterly*, vol. 3, pp. 418-419.

³⁶ Wilkes, *History of Oregon*, p. 67.

³⁷ Palmer's *Oregon*, pp. 142-3; Wilkes *Oregon*, p. 68.

supply be provided at the point of departure. "One hundred and fifty pounds of flour and fifty pounds of bacon must be allowed to each person. Besides the above, as much rice, corn meal, parched corn meal and raw corn, peas, dried fruit, sugar, tea, coffee, and such necessary articles of food as you can find room for, should by all means be brought along."³⁸

* * * A few beef cattle or fat calves should be taken to kill on the way, as before you fall in with the buffalo you will need fresh meat."³⁹

Little furniture was recommended to be taken. There were instances, however, where some fine pieces, often imported, were brought along, the owners finding it necessary to leave them along the trail to lighten their burdens. A few trunks for clothes chests were always advised.

Other articles necessary were a water keg and a tin can for milk. "* * * A few tin cups, (abjure all crockery), tin plates, tin sauces, a butcher's knife, a shovel and a pair of pothooks will go very far to completing your culinary arrangements, and a small grindstone to keep them in edge will also lend a valuable assistance to this department. * * * Rifles, fowling pieces, pistols, powder, * * * and all the destructive articles of warfare upon game" were provided. The clothing taken "should be of the same description used in the middle states, and enough should be taken to last a year. Care should be taken that, amongst the rest of your wardrobe, a half dozen or a dozen pair of strong shoes should not be forgotten."⁴⁰

Besides the above the emigrant, since he was most likely to engage in agriculture in Oregon, took some necessary farming utensils, seed for sowing and planting, and cattle. Horses were taken also, but it was not wise to use them to draw wagons unless the loads were light.⁴¹ A wagon drawn by four yoke of oxen might start with a load of 2,500 pounds. Each day's rations, of course, would reduce this weight.

D. The Organization of the Emigrants.

The matter of the organization of the emigrants presents a very interesting aspect of the Oregon emigration. This

³⁸ Palmer advised 200 pounds flour and 75 pounds bacon. See his Oregon, p. 143.

³⁹ Wilkes, Hist. of Oregon, p. 69.

⁴⁰ Wilkes, History of Oregon, p. 69.

⁴¹ Palmer's Oregon, p. 142.

phase of the movement really began in the home communities of the emigrants by the organization of emigrating societies. The first of these, the American Society for the Encouragement of the Settlement of Oregon, was formed in Boston, Massachusetts, in 1829.⁴² This effort to make good the claims of the United States to Oregon by occupation through actual settlement, was too early to produce immediate results. In 1838, at Lynn, Massachusetts, was formed a similar society, with the additional purpose of converting the natives of Oregon.

So active was interest in the settlement of the Oregon question and emigration to the Columbia from 1838 to 1843 that numerous emigrating societies were organized all over the country. At their meetings "books, speeches and letters about Oregon were read and discussed and information regarding Oregon disseminated".⁴³ Even agents were sent out to secure adherents. The work of these organizations in the movement of Oregon emigration and in the acquisition of the Columbia Valley by the United States was a very important factor in the achievement of these two things.⁴⁴

Some of these societies were local⁴⁵ in character and existed solely for the purpose of promoting emigration and influencing companies to go under their auspices. Other societies were transient in character and were formed as a controlling and governing instrument for companies enroute to Oregon. Examples of the latter were the Oregon Emigrating Society of Bloomington, Iowa, 1843; the Oregon Emigrating Society formed by the great band of emigrants of 1843, as they left the Missouri frontier; and the Savannah Oregon Emigrating Company, Savannah,⁴⁶ Mo., 1845. Sometimes a company was formed in the community where the members lived, the organization operating only while the society was forming and moving to the place of general rendezvous on the frontier, where the emigrants joined others to

⁴² Oregon Pamphlets, vol. 1 No. 3.

⁴³ Oregon Historical Society Quarterly, vol. 16, pp. 205-227 gives a good discussion of the "Oregon Emigrating Companies."

⁴⁴ The society at Lynn published a journal from October 1838 to August 1839, called "The Oregonian and Indian Advocate", which "spread out before the public generally information respecting the country west of the Rock Mountains". (See page 27 of the journal). This magazine is a very illuminating publication of the interest in Oregon at the close of the thirties.

⁴⁵ Such were the two at Boston and Lynn.

⁴⁶ The constitutions of two of these societies are given in the appendix.

form a new company. This was the case with the Bloomington, Iowa, Society of 1843.

In the formation of the "moving societies" there was a serious problem of getting the emigrants reconciled to the military discipline which the exigencies of the journey made necessary. Democracy and individualism were distinct characteristics of the West, and obedience to military authority was not popular at all. As a result, the regulations of the companies were rather civil in character while the emigrants were in the states where they were really amenable to the state laws, and the making and operation of rules of a military order deferred until after the frontier was crossed and the companies were in the region where no legal authority existed.

The organization of the traveling companies is well illustrated in the emigration of 1843.⁴⁷ Companies like that organized at Bloomington,⁴⁸ Iowa, and emigrants who were members of no societies met at the general rendezvous, about twenty miles a little southwest of Independence, to take steps toward perfecting an organization which was to operate during their journey across the vast unorganized territory to the Columbia. On May 18th the emigrants held a meeting and appointed committees, one of which was composed of five men, "to draw up rules and regulations for the journey." "The meeting then adjourned to meet at the Big Springs on Saturday, the 20th of May." May 20th, at Big Springs, the committee of five reported and, amid much speech making and wrangling over different measures of control suggested, the "Resolutions of the Oregon Emigrating Society" were adopted.⁴⁹

The resolutions provided for an elective council of nine, a majority of whom were to adjudicate all differences and infractions of the regulations of the company which might arise on the journey. A captain was to be elected as "supreme military commander of the company." His duties were not only executive, but he also had the power to veto decisions of the council of nine, whose decisions could only be passed over

⁴⁷ A good account of which may be found in Wilkes' *History of Oregon*, pp. 69-73 and in Peter H. Burnett's *Recollections of an Old Pioneer*, New York, 1880, pp. 101-102.

⁴⁸ The town is now called Muscatine.

⁴⁹ See Appendix II.

his veto by the council's again passing upon the matter. An orderly sergeant, also elected, was to have charge of the roll of the company and to have strict control over the guard necessary to protect the company enroute. It is significant that the resolutions deferred the election of officers "until the company meet at the Kansas River," some sixty-five or seventy miles beyond Independence.

By June 1st the emigrants were across the Kansas and ready to elect their officers. They had now been on their journey some ten days since leaving the rendezvous. The manner of election was very unique and even ludicrous. A writer in the *New Orleans Picayune*, November 21, 1843, who witnessed this election, gives the following account:⁵⁰

"* * * * The candidates stood in a row behind the constituents, and at a given signal they wheeled about and marched off, while the general mass broke after them 'lick-a-ty-split,' each man forming in behind his favorite, so that every candidate flourished a sort of tail of his own, and the man with the longest tail was elected! These proceedings were continued until a captain and a council of ten [nine] were elected; and, indeed, if the scene can be conceived, it must appear as a curious mingling of the whimsical with the wild. * * * These men were running about the prairie in long strings; the leaders—in sport and for the purpose of puzzling the judges—doubling and winding in the drollest fashion; so that the all-important business of forming a government seemed very much like the merry school boy game of 'snapping the whip.' It was really very funny to see the candidates for the solemn council of ten [nine] run several hundred yards away, to show off the length of their tails, and then cut a half circle, so as to turn and admire their longitudinal popularity in extenso themselves. * * *"

Another problem of organization, very serious in the consequences of its solution, was the matter of keeping the emigrants together in companies.⁵¹ There were many things to encourage disintegration. The strong individualism in the

⁵⁰ *Oregon Historical Society Quarterly*, vol. 1, p. 399, (from the *New Orleans Picayune*, November 21, 1843).

⁵¹ The problem of military and civil control was sometimes met by providing for two forms of government in the constitution. This was so in the constitution of the Savannah Oregon Emigrating Society. At the head of the civil was a president whose authority ended when the rendezvous was reached. Then a commandant, captain and subordinates were elected to hold office the remainder of the journey.

pioneer was conducive to defections; disappointed office seekers, too, were often stirring up disaffection. Sickness, burials, breakdowns, straying of cattle, and other disturbing elements often made progress very slow. The larger the company the more numerous were such occurrences. Companies like those of '43, '44 and '45, which started from the rendezvous and organized as one body, found their numbers too large to move as one body.⁵² The emigrants in 1843, owing chiefly to the large number of cattle which some insisted on taking, divided on June 9th into two columns and proceeded as two companies, one of which became distinguished as "the cow column."⁵³ In 1844 several large companies left the frontier. The largest, composed of three divisions which had formed a military organization some eighty miles west of St. Joseph, because of delays and dissatisfactions broke up into three companies and proceeded independently of each other.⁵⁴

The Oregon Company of 1845 separated into three bodies, each of which elected its own officers.⁵⁵ It was agreed, however, that the captain and pilot who had been elected by the whole company on the start should be retained and travel on in advance. It was further agreed that the companies should take weekly turns of traveling in advance, and a common treasurer was also agreed upon. Nevertheless these plans did not work as expected. In time it was advised that companies should never exceed six or eight wagons.⁵⁶

As one may easily see, the operation of the emigrant governments was no simple and easy matter. Executive authority was invested in a "president,⁵⁷ captain, commander-in-chief, general, colonel, or whatever might be the title under which the chief officer was elected." Where the company was large there were captains and subcaptains and other subordinate officers. The latter were sometimes appointed. The superior officers determined, with the pilot, "the course to be taken

⁵² Oregon Historical Society Quarterly, vol. 1, p. 360.

⁵³ Wilkes History Oregon, p. 74; Burnett Recollections, Old Pioneer, p. 103. Resolutions provided that no family could take more than three loose cattle to every male.

⁵⁴ Oregon Historical Society Quarterly, vol. 2, p. 135-152. Remin of John Minto. This same thing happened with another large company in 1844 which on the way separated into two companies. Ibid. vol. 1, p. 275.

⁵⁵ Oregon Historical Society Quarterly, vol. 16, pp. 223-224; Thwaites, *Palmers Journal*, p. 43.

⁵⁶ Oregon Historical Society Quarterly, vol. 1, p. 361.

⁵⁷ Oregon Historical Society Quarterly, vol. 16, pp. 224-227.

each day, decided on the site for camp and the disposition of the emigrants and their effects during the night, maintained order and discipline, and presided over the meetings of the company." The subordinates looked after details. The executive council, which consisted of from nine to thirteen men, functioned "primarily in offering counsel to the commanding officers in determining the general policy to be pursued by the emigrant government and in reviewing proposed legislation."

Meetings for the good of the companies were held and business attended to usually by committees, who were sometimes paid for their services, in order that efficiency might be had.

A company usually adopted a code of by-laws, which were often modified and enlarged. For this purpose a majority vote was all that was necessary. An amendment of the constitution sometimes required a two-thirds majority.

On the whole it may be said that the emigrants showed evidence of a marked degree of ability in organizing governments to suit emergencies of a peculiar character and under the most adverse conditions for successful operation. They showed that they had learned well the lessons in government which they had been taught in the great school of democracy of the republic of which they were citizens. The West, to which these pilgrims were going, came later to solve problems of state government far in advance of the Atlantic states.

CHAPTER II.

THE TRAIL TO SOUTH PASS.

A. The Eastern Termini to Grand Island.

From the points of departure on the Missouri there were two main roads which converged on the Platte River near Grand Island. The first of these, in time and importance, was the trail from Independence which ran along the south bank of the Kansas River for a hundred miles or more. After crossing the Kansas this road ran in a northwestern direction across and up streams emptying into the Kansas until it came to the Platte. The second branch of the trail,¹ which came into use later, ran west from Council Bluffs, Iowa, up the Platte, where it united with the route from Independence. There were branches of minor importance from other places on the Missouri, which joined these two routes before reaching Grand Island.²

The emigrants' route from Independence to the Platte passed through a region traversed by many streams, which made progress very slow. To make conditions still worse the rainfall during the spring and early summer was very great, thereby making these streams very difficult to cross. The company of 1842 was 27 days in going from Independence to the Platte, an average of hardly 10 to 12 miles a day. Water seems to have been the chief difficulty with all the companies while in this territory.³ The emigrants of 1843 arrived at the Kansas River the forenoon of May 26th. On the morning of the 27th a committee was appointed to make arrangements

¹ By the end of the forties the road from Council Bluffs was in general use.

² There are instances where emigrants kept the north bank of the Platte for a long distance. The Mormons in 1847 never crossed to the south side until they reached Fort Laramie. Another company going to California in 1852 kept the north bank as far as Independence Rock. For latter, see "*Trumbull's Travels*," F. L. Paxson, Wisconsin *Historical Proceedings*, 1913.

³ The information at hand concerning the experiences of the emigrants consists mainly of diaries and letters, written on the trail and after arriving in Oregon, and other accounts and reminiscences published after the emigrations. Medore Crawfords diary, Oregon Historical Sources, vol. 1, is the only diary of 1842 extant.

for crossing, as the stream could not be forded. The committee refused to accept the proposition of a Frenchman living near to use his platform, or ferry, and began to construct a raft, which was not ready until the 29th. The Frenchman, however, came to terms with a body of the emigrants, who began to cross on his platform, which sank on the 28th and floated down the river. This accident came near drowning several women and children. The general crossing began on the 29th and was concluded on the 31st. Thus five days were consumed in crossing the Kansas and a sixth, June 1st, spent in the election of officers.⁴

The crossing of streams was a very serious business and required all the ingenuity at the emigrants' command. "Where logs were available they were hollowed out and calamaran rafts made so as to fit the wheels of the wagons. Sometimes the best wagon boxes would be selected and calked and used as flatboats. Where buffalo skins were plentiful they were stretched around the wagon box to make it air tight. In later stages of the journey, after the streams became more reliable, it was a common practice to raise the wagon beds several inches above the bolsters, if the depth of the stream required it, couple several teams into a train with the most reliable in front on a lead rope," and, with drivers along the downstream side of the other teams, to drive safely to the opposite side.⁵ After 1849 there were fairly good ferries at the most important crossings.

The emigrants suffered much from terrible rain storms early in their journey. A writer in the emigration of 1846 wrote, "May 27—A terrific thunder storm roared and raged, and poured its flood throughout a great portion of the night. But for the protection against the violence of the wind, afforded by the bluffs on one side and the timber on the other, our tents would have been swept away by the storm. * * * The river (Big Blue) since last night has risen several feet, and there is now no hope of fording it for several days."⁶

But water was not the only discomfort which the emigrants encountered before reaching the Platte. The Indians

⁴History of Oregon, George Wilkes (New York 1845) pp. 72-73. This company was until June 19th in reaching the Platte.

⁵Oregon Historical Society Quarterly vol. 2, p. 368.

⁶Edwin Bryant, What I Saw in Oregon (New York, 1848) p. 60. For a very literary picture of these storms see Thornton's Oregon and California, vol. 1, ch. 2 and 3.

through whose territory the trail ran, soon began their thieving and intimidations. Most of the emigrants were unaccustomed to the savages and manifested fear at their presence. On June 6th Wilkes reports that the Osage and Caw Indians in their accoutrements of war visited the emigrants and begged food. They were given a calf and some bread; but when they were gone two horses were missing.⁷ Thornton speaks of the natives as being miserable and destitute and professional beggars. He reports hiring a Kansas chief to restrain his people from stealing.⁸

Besides the trouble occasioned by swollen streams, rain storms, and bad Indians, serious difficulties often arose over conditions among the emigrants themselves. For example, the company of 1843, after crossing the Kansas, organized by electing Peter H. Burnett Captain. He adopted rules, which he found impracticable to enforce, and because of dissension and opposition resigned seven days after his election, and permitted William Martin to be chosen his successor. That was not the only trouble. "Some of the emigrants had only their teams, while others had large herds in addition, which must share the pasture and be guarded and driven by the whole body." The discontent growing out of the delay and problem occasioned by so many loose cattle, with other elements of discord, caused the company to divide at the crossing of the Big Blue into two columns. "Those not encumbered with or having but few cattle attached themselves to the light column with Martin as captain; those having more than four or five cows had of necessity to attach themselves to the cow column, with Jesse Applegate as captain."⁹ Hence the cow column, being much encumbered with its large herds, had to use greater exertion and observe a more rigid discipline to keep pace with the more agile consort."

Bryant, of the emigration of '46, reports a division of the company as originally organized due to disaffection,—“it being too numerous and cumbrous for convenient progress. Thirty-five wagons moved forward, and the remainder sep-

⁷ Wilkes, *History Oregon*, p. 73.

⁸ Thornton, *Oregon and California*, vol. 1, pp. 39-40.

⁹ *Oregon Historical Society Quarterly*, vol. 1, pp. 371-72: "A Day with the Cow Column in 1843" by Jesse Applegate. See also Burnett, *Recollections*, pp. 101-102.

arated from them."¹⁰ A little later he tells of a serious altercation between two Oregon emigrants, one of whom owned a wagon and the other the oxen which drew the wagon. The latter insisted on removing his oxen from the wagon, the owner of which naturally objected. The standing committee appointed to adjust such matters was unable to reconcile the parties, who were prevented at a late hour of the night from settling their difficulty with violence and blood. On the following morning the men of the company were summoned to assemble "for the purpose of adopting measures for the prevention of similar outbreaks, disturbing the peace and threatening the lives to an indefinite extent, of the party." Since the malcontents with some twenty other wagons were bound for Oregon, a proposition was unanimously carried to separate them from those bound for California. "The Oregon emigrants immediately drew their wagons from the corral and proceeded on their way."¹¹ Thus occurred a second division of the company since organization.

Births and deaths were frequent concomitants to traveling, which, of course, caused delay and anxiety. Crawford tells of the death of a sixteen months' old girl and the subsequent serious illness of her mother, which caused the father and mother to turn back leaving their little daughter buried on the plains.¹² The emigrants of '46 buried a woman of seventy before reaching the Platte. "At 2 o'clock p. m., a funeral procession was formed, in which nearly every man, woman, and child of the company united, and the corpse of the deceased lady was conveyed to its last resting place, in this desolate but beautiful wilderness. Her coffin was lowered into the grave. A prayer was offered to the Throne of Grace by the Rev. Mr. Cornwall. An appropriate hymn was sung by the congregation with much pathos and expression." After a funeral discourse, another hymn, and the benediction, "the grave was then closed and carefully sodded. * * * The inscription on the tombstone, and on the tree beneath which is the grave, is as follows: 'Mrs. Sarah Keyes, Died May 29, 1846; Aged 70.'"¹³

¹⁰ A division of the company had occurred at the time of organization before reaching the Kansas, Bryant, 31.

¹¹ Bryant, pp. 68-69.

¹² Crawford's Journal, p. 8.

¹³ Thornton, vol. 1, p. 55; Bryant, p. 64.

Thornton for May 19 says, "An event occurred, which ought to be chronicled in due form in our journal of adventures. At 10 o'clock on the previous night, Mrs. Hall became the mother of twin boys. Dr. Rupert, the attending physician, gave his own name to one of them, and the name of our worthy leader, Col. Wm. H. Russell, was given to the other. While we moved forward to a new encampment, Mrs. Hall and her husband and a few friends remained behind 'to hunt cattle,' alleged to have strayed. Eleven wagons, belonging to James F. Reed, George Donner, Jacob Donner, and Mr. Hall, the latter containing the little fellows, came up to us where we had remained in camp on account of these interesting young strangers."¹⁴

By the time the emigrants had reached the platte they had passed through many of the experiences which attended emigration from the Missouri to the Pacific. To those narrated might be added the seeing and killing of the first buffalo and antelope, the scarcity of wood as they approached the Platte, being obliged to burn buffalo chips to cook, the breaking down of wagons, and sundry other incidents.

The trail from the south always struck the Platte near Grand Island. "This is a beautiful island, lying in the center of the stream (very wide at this place) seventy-five miles in length, and covered with the finest timber, while not a solitary tree grew on the south side of the river * * *"¹⁵ It was near Grand Island that the government located the first military post west of Fort Leavenworth on the route to Oregon, which was called Fort Kearney.

B. Grand Island to Fort Laramie.

The trail from Grand Island to Fort Laramie, a distance of nearly 350 miles, lay along the Platte River and its North Fork. "The Great Platte is one of the most remarkable rivers in the world, and when considered with a view to the facility its level banks afford for intercommunication with our Pacific territories, its value is immense." It rises in latitude $42\frac{1}{2}^{\circ}$ degrees near the South Pass, flows in an easterly direction for nearly a thousand miles and empties into the Missouri in the same latitude. "Like the Nile, it runs hundreds of miles

¹⁴ See page 497.

¹⁵ Wilkes, Oregon. p. 78.

through a sterile wilderness, and like the Nile it unrolls its strip of green across the vastness of the desert, and is the father of all the vegetation near it." The Platte is very shallow and not navigable, even for canoes in places. "Its banks are low and sandy, its waters muddy like the Missouri, and its current very rapid." Being shallow it is easily forded except when rains swell the stream." * * * "Its average breadth is about two miles, and its centre is frequently diversified with most beautiful islands, * * * covered with the finest trees whose rich and clustering foliage contrast splendidly with the sand hills and wide prairie plains on each side. On each side of the river, and at the distance of about three miles from either bank, run a continuous line of sand hills. From the foot of these, to the water's edge, is spread a sheet of lively verdure, and on the other side, the boundless level is only lost in the line of the horizon."¹⁶

The scarcity of trees along the Platte made it difficult for the emigrants to cook their food. They, therefore, made use of the buffalo chips along the route and other debris, consisting mostly of dead willows and drift waste, to build their fires.¹⁷

Along the valley of the Platte, which is only about fifteen miles wide, the emigrants cattle found their food. The sand-hills were about three miles through and often contained oases of verdure and pools of water where buffalo were likely to be found. During the dry weather the pools disappeared and the buffalo, as well as other animals, came to the river for water, making numerous paths at right angles with the stream, which the emigrant trains crossed as they progressed.¹⁸

Along this road and in this environment the emigrants wended their way. "The greatest inconvenience attendant on its travel * * * is the unconquerable propensity it occasions in one to sleep in the day time. The air is so bland, the road so smooth, and the motion of the vehicle so regular, that I have known many a teamster to go to sleep while his team stood winking idly in the road without budging a step. The usual custom * * * was for each wagon in turn to drive cau-

¹⁶ Wilkes, Oregon, p. 78.

¹⁷ Ibid.

¹⁸ Wilkes, Oregon, p. 79.

tiously around the sluggard and leave him to have his nap out in the middle of the road. It would sometimes happen that the sleeper would not awake for two or three hours, and when he arrived that time behind in camp, he would either swing around in a towering passion, or slink out of the reach of our merciless taunting, heartily ashamed."¹⁹

Yet a day's journey along the Platte was not so monotonous and uninteresting as the above bit of description would indicate. There was variety and color enough to thrill even the most phlegmatic. Take for example, a day with the cow column, which was one of the two companies of the emigrants of '43. At 4 a. m. the sentinels on duty fire their rifles, which immediately arouses the whole camp to action. The women and children busy themselves with preparing breakfast, while the men go out in every direction to drive in the thousands of cattle which ran loose during the night. Some of these have strayed a long way off and are not easily found. "In about an hour five thousand animals are close up to the encampment, and the teamsters are busy selecting their teams and driving them inside the corral to be yoked. The corral is a circle one hundred yards deep, formed with wagons connected closely with each other; the wagon in the rear being connected with the wagon in front by its tongue and oxchains. It is a strong barrier which the most vicious ox cannot break, and in case of an attack of the Sioux would be no contemptible entrenchment."

By 7 o'clock breakfast is eaten, the oxen yoked and hitched, the tents struck, and the signal for the start ready to be given.²⁰ The sixty wagons "have been divided into fifteen divisions or platoons of four wagons each, and each platoon is entitled to lead in its turn." The pilot stands ready to lead the way and a band of hunters are mounting to forage for game during the day. Everything and everybody is ready to start: "the clear notes of a trumpet sound in front; * * * the leading divisions [platoons] of the wagons move out of the encampment and take up the line of march; the rest fall into

¹⁹ Wilkes, Oregon, p. 79.

²⁰ The description of this day's experiences along the Platte is an abridgment of "A Day with the Cow Column in 1843" by Jesse Applegate, Oregon Historical Quarterly, vol. 1, p. 371-383. The author has used considerable freedom with his own expressions.

their positions;" and the hunters canter away to the hills and plains beyond where the buffalo and antelope may be found.

From the summits of the hills, unobscured by the pure and transparent air, the hunters look down upon the wonderful panorama beneath. The verdant valleys and pools below; the broad Platte in the distance, studded with many wooded isles; the great expanse of prairie, widening out until it seems to touch the sky far away; and the slowly moving caravan, all present a scene of intense interest and unique picturesqueness. The caravan is likely to hold the attention the longest. In the lead is a company of horsemen, who are approaching a stream which they must ford. The whole caravan comes to a halt until the horsemen find a crossing. Then all is motion again. The wagons, four abreast, "form a line three quarters of a mile long." After them follows a drove of horses, which have learned that noon and night are feeding times. In the rear moving only at the vigilant insistence of the drivers, whose vexations are legion, come a large herd of cattle cropping at every bit of vegetation within their reach. The hills, the valleys, the Platte and its islands, the prairie, the horsemen, the canvas covered wagons drawn by several yoke of oxen, the drove of horses, and the great herd of cattle of every stripe and color with a band of active mounted men urging them forward, make a picture worth beholding. The scene is still more worth the seeing when a fleet-footed antelope flees across the plain, a herd of buffalo grazes undisturbed or rushes over the prairie, or a band of Indian warriors appears on the horizon. Here are a thousand souls with all their earthly possessions, traveling in a very primitive fashion, two thousand miles and more across a vast region where the Indian and the wild beast are the sole²¹ occupants to the most western extremity of the habitable part of the globe—the kinsmen of that energetic tribe of mankind who for eons of time have been expanding civilization to the remote parts of the world!

The pilot and his aids have ridden far enough in advance to choose and prepare a place where the caravan is to stop at noon. When the place is reached, the wagons are drawn up

²¹ Excepting the few traders and their forts.

four abreast, the oxen unhitched to drink and graze, and the emigrants' meals prepared and eaten. "Today an extra session of the council is being held to settle a dispute that does not admit delay." The plaintiff and the accused are heard, the witnesses are examined, the evidence is weighed, and the decision of the judges is rendered, deciding the case "according to its merits."²²

At one o'clock the caravan is in motion again, and, as the time of day seems to invoke, "a drowsiness has fallen apparently" over man and beast, and the caravan moves more slowly than ever. "But a little accident breaks the monotony of the march. An emigrant's wife, whose state of health has caused Doctor Whitman to travel near the wagon for the day, is now taken with violent illness. The Doctor has had the wagon driven out of the line, a tent pitched and a fire kindled."²³

Evening finally comes and the caravan arrives at the place chosen for the night's corral. The pilot leads "the train in the circle he has previously measured and marked out. * * * The leading wagons follow him so nearly around the circle that but a wagon's length separates them. Each wagon follows in its track, the rear closing in on the front, until its tongue and ox-chains will perfectly reach from one to the other," the hindmost of the train closing the gateway. The oxen are left within the circle and their chains and yokes used to fasten the wagons securely together. Fires are built of buffalo chips, dried vegetation, and what little wood is at hand, the tents pitched, supper prepared and eaten, and preparations made for the night. By this time the wagon and doctor left by the wayside have come in with the wife a mother, and at once all anxiety regarding her condition is at ease."²⁴

"All able to bear arms in the company have been divided into three companies, and each of these into four watches; every third night it is the duty of one of these companies to keep watch and ward over the camp, and it is so arranged that each watch takes its turn of guard duty through the different watches of the night. Those forming the first watch tonight

²² Oregon Historical Society Quarterly, vol. 1, p. 378—The Cow Column.

²³ Oregon Historical Society Quarterly, vol. 1, p. 379—Cow Column.

²⁴ Oregon Historical Society Quarterly, vol. 1, p. 380—Cow Column.

will be second on duty, then third and fourth, which will bring them through all the watches of the night. They begin at 8 o'clock p. m. and end at 4 o'clock a. m."

The evening meal is now over, and the corral is cleared of cattle and horses. With many it is now a time of leisure. Children are romping about the circle, women are chatting and mending clothing, the council is holding an evening session, the lads and lasses are courting or dancing upon the green to the music of the violin, the cattle and horses are grazing outside the corral, and the whole caravan presents a scene of satisfaction after a successful day's journey. When the time for the watch comes the fires are put out, good nights are said, the sentinels are stationed at their posts and the whole train is wrapped in repose.

One of the greatest objects of interest to the emigrants in the Platte River Country was the buffalo, or bison. This interest arose from three angles: first, and most important, the animal was a valuable source of food of a most nutritious and delicious character; second, the frequent appearance of large numbers of buffaloes, sometimes in herds of thousands, always engaged the travelers' attention; and third, the excitement which the buffalo hunt furnished was a diversion and recreation which the men and often the women enjoyed. The killing and eating of the first buffalo was always chronicled as an important event. Sometimes the slaughter of these animals was great and shamefully wasteful. Antelope, too, were found on the prairie, but in small numbers compared with the buffalo. They were so wild and fleet-footed that the matter of killing them was very difficult. They, however, furnished a very wholesome diet on many occasions. The chase of the antelope was another agreeable sport for the hunters.²⁵

Perhaps the most distressing incidents of the journey to Oregon were bodily injuries, due to accidents, and sickness. Such human misfortunes are bad enough under normal conditions; but in a hot and dry region, often approaching the features of a desert, far away from skillful, medical and surgical aid, and in a moving caravan, the misfortune is ten times greater. Bryant reports a case of a boy falling off a wagon

²⁵ Oregon Historical Society Quarterly, vol. 1, p. 260-261; vol. 2 pp. 145-150; Crawford's Journal, p. 9; Wilkes, Oregon, pp. 75; 79-80; Parkman, p. 72-79; Bryant, pp. 85-95; Burnett, p. 104.

tongue and of the wagon's crushing one of his legs. After nine days Mr. Bryant, who had a smattering of the knowledge of medicine, was summoned to treat the boy, whose limb had lain, since the accident, wrapped in a sort of trough. By this time gangrene had developed and even amputation was useless, as the lad could not possibly live.

The hysterical pleading of his mother prevailed upon a Frenchman, who claimed some surgical ability, to amputate the limb. The man tied a string tightly about the leg above the knee and, using a knife and a handsaw, performed the operation. The boy died immediately and his mother, brothers and sisters were frantic with grief. The father, too, who lay at the time prostrate in his tent with rheumatism, caused by wading in water while taking calomel, was sorely distressed. And this was not all. There were many others sick of fever and needing medical attention not available. The unwell often augmented the seriousness of their condition by unwisely taking large doses of medicine.²⁶

The distress and misery occasioned by sickness and death during the early and middle forties, however, were nothing in comparison to the awful years of 1849-50, when tens of thousands came rushing pell-mell over the trail regarding neither the laws of nature nor the laws of man, with only one ambition and that to get to the El Dorado of gold in California by the shortest route and in the quickest manner possible. Space permits only mention of the awful condition among the emigrants of those years, when the cholera decimated their ranks in a most frightful manner. Then death came rather quickly and often men were left alone along the trail to die, while their companies hurried madly on. Burials were hurried and many deceased were often covered in one grave.²⁷

When a death occurred during the years to which this account properly belongs, the deceased was buried and the

²⁶ Bryant, pp. 86-91 (Emig. 1846).

²⁷ Hundreds bound for California in 1849-1850, becoming discouraged, turned back to the states. Osborne Cross, in charge of the regiment of mounted riflemen in 1849, estimated that 20,000 persons were ahead of him on the route to California and many more in his rear. He reported that the large numbers and the sameness of their wants made it impossible for the regiment to be of much assistance to them. See Osborne Cross, *Oregon Expedition*, (Washington, 1851). Same in *Sen. Exec. Doc.*, 31 Cong. 2d Sess., vol. 1, (1850-51).

wagons of the train made to pass over the grave to obliterate any sign of it; so that the Indians or wolves might not molest the corpse, the former for any clothing or anything else which might be of interest to them. Sometimes rocks were piled high over the grave; yet these precautions were not always effective.²⁸

Signs of death existed all along the trail. Especially was this true along the Platte. As the years wore on, the bleached bones of cattle, horses, buffaloes, and even human beings, became more numerous, until, if there had been no other indications of the trail, an emigrant could have easily found his way across the desert by the bones of the dead. A very unique custom developed among the emigrants of writing messages upon the white bones communicating something of importance to those coming in the rear.²⁹

Before arriving at Fort Laramie on the North Fork it was necessary for the emigrants to cross the South Fork somewhere above its junction with the northern branch of the Platte. They never had any special place for crossing, but forded the stream wherever a place seemed to invite them. The river at the crossings was from one-half mile to one and a half miles in width and, unless a rise had come, was usually forded without any serious mishap. Often, however, quicksand along the stream made crossing very dangerous.³⁰

As the emigrants neared Fort Laramie, they always passed a natural phenomenon which never failed to receive their attention and comment. This was a conical mound about 200 feet high with a chimney projecting some 75 or 100 feet from its summit, making in all a "Chimney Rock," standing 300 feet above the plain. This freak of nature was a bluff worn away by the elements. The emigrants often sighted it thirty-five or forty miles away.³¹

After leaving Grand Island Fort Laramie was the most important place on the trail. This post of the American Fur Company was situated on the Laramie River near its junc-

²⁸ Bryant, California, p. 80. At other times smooth pieces of boards and pieces of paper with communications written on them were placed where they might be found. Ibid.

³⁰ Crawford, Journal, p. 10; Cross, Journal, pp. 32-33.

³¹ Cross, Journal, p. 37; Bryant, California, pp. 100-102. "Courthouse Rock" ten miles below Chimney Rock and "Scotts Bluff" two days journey above were also objects of interest.

ture with the Platte. It was of quadrangular shape, enclosing an area of about three quarters of an acre. Its walls were made of sundried bricks and defended by two watch towers placed at the most advantageous positions. On three sides of the court and next to the walls were the company's offices, storerooms, and shops; on the other side was the main building of the fort two stories high. The post was in the country of the Sioux and Crows, some of whose tents were always near. This point of advantage was chosen in 1847 as a military post to protect the route to Oregon.³²

C. Fort Laramie to South Pass.

From Fort Laramie on, the difficulties and trials of the emigrants increased rapidly. The Indians were more hostile, the route more difficult, the cattle more footsore and jagged, the provisions scarcer, the wagons less serviceable, and the people themselves more fatigued and care-worn. From here on, accidents were very numerous and deaths more frequent. There was yet nearly twice as far to go.

The Cheyennes and Sioux in the upper Platte region had become so hostile that an engagement occurred between them and the whites in 1841, in which several were killed on both sides. The first body of emigrants, those of 1842, found little encouragement in this news. They were in no condition for hostility with anything. "Division and misunderstandings had grown up among them. They were already somewhat disheartened by the fatigue of their long and wearisome journey; and the feet of their cattle had become so much worn as to be scarcely able to travel." Being assured of the lack of grass and the scarcity of buffalo beyond, and the improbability of their being able to take their wagons over the mountains, they disposed of many of their wagons and cattle at the fort, "* * * taking in exchange coffee and sugar at one dollar a pound, and miserable old worn-out horses which died before they reached the mountains."³³

As inferred above, Fort Laramie served as a sort of resting place for the emigrants where they replenished

³² Bryant, p. 109. At the juncture of the North Fork and Laramie River was another post called Fort Platte.

³³ Fremont, Expeditions, pp. 40-53; Fremont, Memoirs, p. 113.

their stores of provisions, bought fresher horses and mules, and repaired their wagons. The place resembled civilization more than any other which they saw after leaving the frontier. Provisions here were very dear, however, and only bare necessities were purchased.³⁴

The trail from Laramie to South Pass lay along the North Fork of the Platte by the foothills of the Black Hills on the left to the Sweetwater, a stream that flowed into the North Fork; thence it went up the Sweetwater past Independence Rock and through South Pass. The road now became more broken and mountainous; it was soon to pass over the divide of the continent into the region where the waters flowed to the Pacific. The soil, full of mineral, was parched and almost void of vegetation. Limestone, gray, yellow, and red sandstone, and gypsum marked the way.

So much travel came to produce a great deal of dust which the fierce winds kept in a whirl, so that the dust found its way into everything possible. At times it was almost suffocating. To make matters worse the water became so impregnated with mineral that it often caused illness. The emigrants also drank large quantities of milk from the cows, that were often in a feverish heat and otherwise in a bad state of health, which doubtless helped to cause sickness. To make matters worse gnats and mosquitoes bit both man and beast most frightfully. Calomel seems to have been the chief medicine. This the travelers took in large doses and often under the most unfavorable conditions. One can hardly imagine a more distressing condition than a person sick unto death, lying in a canvas covered wagon, with the hot sun beating down upon it and the dust fogging everywhere, with not even a pure cold drink of water to be had, or a competent physician at hand, a thousand miles away from civilization in a desert land.³⁵

The oxen fared even worse than the emigrants. At Laramie many were very footsore and nearly exhausted. The character of the road from the fort only added to their bur-

³⁴ Bryant, California, pp. 111-114; Thornton, Oregon, pp. 111-114. Burnett, Old Pioneer, p. 112: "Coffee \$1.50 a pint; brown sugar, the same; flour unbolted, 25 cents a pound; powder, \$1.50 a pound; lead, 75 cents a pound; percussion caps, \$1.50 a box; calico, very inferior, \$1.00 a yard."

³⁵ John C. Fremont, Expeditions p. 130; Bryant, California, pp. 121-129; Thornton, Oregon, p. 121-2, 144-155; Oregon Historical Society Quarterly, vol. 2 pp. 159-163.

dens. As a result many of these faithful animals succumbed to their tortures and were left worn-out and dying along the way.³⁶

Early on the journey the emigrants discovered that they had many articles they could never carry with them to Oregon. Before one reached South Pass he might see household furnishings thrown by the wayside to lighten the burden of both man and beast. Pieces of splendid furniture, often imported, intended to grace homes in Oregon, were left to the destruction of the elements.³⁷ Wagons, too, became unserviceable and were left behind. The dying of oxen and the leaving of furniture made fewer wagons needed. Many in pretty good condition, therefore, were often left. Repairing, of course, was done by using parts of these discarded vehicles.³⁸

Yet there were times when hardships were forgotten, apparently, and pleasure was allowed to have its way. The emigrants of 1843 had what one called a "grand complimentary ball to the Rocky Mountains" just before crossing the South Pass.³⁹ The Independence of the great country to which these pilgrims belonged and whose might and glory their work was to increase, was sometimes celebrated in the vicinity of South Pass. A company of Americans crossing the continent in an earlier day happened to be near a great rock not far from the north bank of the Sweetwater on July 4. There they celebrated in frontier fashion the birth of their country, christening the rock "Independence" and leaving a record of their act indelibly carved on its side.⁴⁰

Those going to California in 1846 celebrated this national holiday in appropriate fashion. They formed a procession around the corral, listened to the reading of the Declaration and an address from their commander, after which they feasted, gave toasts, and sang songs.⁴¹

The South Pass was not so difficult as it was once supposed to be. The ascent from the plains up the North Fork and the Sweetwater was gradual and the Pass, which was

³⁶ Bryant, *California*, p. 124, 132; Thornton, *Oregon*, p. 139.

³⁷ Fremont, *Expeditions*, p. 21.

³⁸ Crawford, *Journal*, p. 14.

³⁹ Wilkes, *Oregon*, p. 81.

⁴⁰ This massive landmark is an isolated elevation near the Sweetwater, and is about 120 feet high and a mile in circumference. The emigrants took delight in carving their names upon it. Fremont, *Expeditions*, p. 56.

⁴¹ Bryant, *California*, p. 120; Thornton, *Oregon*, p. 120.

more than 7000 feet above the sea, reached without any serious difficulty. This gap in the mountains was found to be something like 19 miles wide and rather easily traversed. The emigrants emerged from the farther end to find themselves where the waters flowed to the Pacific Ocean.⁴²

⁴² Bryant, *California*, p. 132; Fremont, *Expeditions*, p. 60. The South Pass was at least 950 miles from the point of departure on the frontier. *Ibid.*

CHAPTER III.

SOUTH PASS TO THE WILLAMETTE VALLEY.

A. South Pass to Fort Hall.

From South Pass two routes ran, uniting on the Bear River. One extended westward across the two Big Sandys and the Green Rivers to the Bear; the other extended southwest, also crossing the Sandys and the Green, to Fort Bridger, just north of the Uintah Mountains. From this fort it ran in a northwestern direction to the Bear, uniting there with the other branch of the trail. From this juncture the trail followed the Bear to a point near the Snake River, to which it then crossed, touching that stream near Fort Hall. Here the route struck a tributary of the Columbia River. (See map.)

In this region the trail was in such high altitudes that, although it was still July and August, the nights were so cold that ice more than an inch thick often formed. The climate, therefore, was very much diversified. At times the dust and heat were suffocating and at other times cold, rains and tornadoes produced great discomfort.¹ Sickness and death continued to claim their victims. One journal tells of the death of first the father and then the mother of seven children, two of whom received bad injuries from accidents about the same time. The condition in which these children were left was pitiful in the extreme. The little orphans were cared for, however, until the caravan arrived at Dr. Whitman's, who adopted them.²

The trail was now very rough and often at such angles that ascent and descent were very dangerous. Sometimes the oxen had to be unhitched and the wagons guided by hand down the steep inclines. Once in a while a vehicle turned

¹ Thornton, Oregon, pp. 144-155; Bryant, California, p. 139; Crawford, Journal, p. 14.

² S. A. Clarke, Pioneer Days in Oregon. (Portland 1905), vol. 2, pp. 502-510; Oregon Historical Society Quarterly, vol. 2, p. 159.

over or broke down. The road, of course, was even worse for the oxen than that east of the Pass, and the emigrants continued, to leave them to die by the way.³

The emigrants often passed and repassed each other, and companies increased in size as occasions occurred. There was a tendency, however, for companies to become smaller after leaving Fort Laramie and the Platte, owing to the increasing difficulties of travel. Many times the emigrants met parties returning from Oregon and California, who disseminated information concerning the route ahead and reported favorably or unfavorably concerning the region from which they were coming.

Fort Bridger, on the southern route from the Pass, had been established in 1843 purposely for the emigrant trade. The Founder, James Bridger, in a letter ordering goods, dated December 10, 1843, said:

“I have established a small fort with a blacksmith shop and a supply of iron, in the road of the emigrants, on Black’s Fork of the Green River, which promises fairly. They, in coming out, are generally well supplied with money, but by the time they get there are in want of all kinds of supplies. Horses, provisions and smith work, etc., bring ready cash from them, and should I receive the goods hereby ordered, will do a considerable business in that way with them. * * * ”⁴

This post was, indeed, of much assistance to the emigrants for many years as a place where supplies and repairs were obtained.⁵

From Bridger the first route to California west of South Pass left the Oregon Trail, and there both Oregon and California emigrants often met traders and travelers from California.⁶ Many emigrants, however, did not take the longer road by Fort Bridger, but continued straight on to the Bear River. Likewise did many emigrants to California, as the trail from Bridger was more difficult and uncertain.⁷

³ Thornton, Oregon, p. 151. There is mention of much unnecessary fast driving to get or to keep ahead, which was hard not only on the wagons but death to the oxen. Oregon Historical Society Quarterly, vol. 2, pp. 210-11.

⁴ Chittenden, Fur Trade, III, p. 972.

⁵ Oregon Historical Society Quarterly, vol. 2, p. 165; vol. 7, p. 86; Bryant, California, p. 142.

⁶ Bryant, California, p. 143. See Map.

⁷ This shorter cut from the Pass was fifty or sixty miles nearer; but for more than forty miles between the two Sandys there was no water; therefore, many preferred the route by Bridger as it insured water.

The buffalo country was left behind as the trail entered South Pass.⁸ Many saw their last buffalo on the Sweetwater. By the forties game had ceased to be plentiful in the mountains along the route.⁹ The trappers and fur traders were largely responsible for this. There remained, however, some elk, deer, goats, antelopes and other smaller animals to furnish food for the travelers and Indians. Wild ducks and other fowls, too, were killed to eat. Fortunately the mountain streams yielded a good supply of trout; and after the emigrants reached the Snake River they found salmon very plentiful. Wild berries, roots and other forms of plant life were another source of food in this region.

The emigrants, notwithstanding their fears to the contrary, generally found the Indians of the mountains peaceably inclined toward them. They usually secured their good will by giving them presents and by trading them one thing or another for food and often for horses. Many of these Indians were obliged to spend all their time searching diligently for berries, roots, seeds and other forms of the vegetable kingdom, which constituted by far the greater portion of their food.¹⁰

The Bear River valley afforded very good pasture for the cattle, and in this vicinity the emigrants often rested and recuperated their own and their oxen's strength for the more difficult journey down to the Columbia. Fremont speaks of seeing oxen on this river in excellent condition, looking as fresh as they did on the Missouri.¹¹

The scenery through which this part of the trail ran was magnificent. The mountains, towering above with their snow covered peaks; the deep passes and awful precipices; the many colored and strangely shaped rocks; the extinct volcanoes; the sparkling waters of the rivers and brooks; the loud waterfalls and mysterious springs; the invigorating atmosphere; and above all the clear, ethereal sky, excited the emigrants's admiration and wonder and inspired them to greater and nobler deeds!

⁸ Fremont, *Expeditions*, pp. 143-4; Bryant, *California*, p. 144.

⁹ Fremont, *Expeditions*, pp. 133, 135, 140; Crawford, *Journal*, p. 14; Oregon Society Historical Quarterly, vol. 2, p. 210-11, 215-16.

¹⁰ Fremont, *Expeditions*, p. 134; Crawford, *Journal*, p. 15; Oregon Historical Quarterly, vol. 2, pp. 213-222.

¹¹ Fremont, *Expeditions*, pp. 133-4.

Near the place where the Bear turns southward in its course to the Great Salt Lake, there were numerous springs. In fact, these phenomena were common in this vicinity. But those known as the Great Soda Springs, near the bend of the Bear, always received special attention because of their large proportions and the gases which they emitted.¹²

As the trail to Oregon emerged from the mountains through which the Bear River runs, the emigrants descended into the valley of the Columbia, or at least the region drained by its tributaries. This extraordinary event was usually accompanied with some expression of triumph and satisfaction. One narrator writes as follows: "We soon arrived at the waters of the Portneuf, and from this point reined up our panting steeds to gaze upon the valley of the Saptin [Snake or Lewis], which lay at last before us. In an instant every head was uncovered and a cheer rang back into the gorge to the ears of our companions, which made every team strain and every wagon crack with renewed exertion. It is impossible to describe the enthusiasm which this event created in our party. * * * Jim Wayne, who was always about when anything of moment was afoot, was one of the foremost to reach the point of sight, and there with his bugle * * * he planted himself, receiving every wagon with 'Yankee Doodle,' 'Hail Columbia' or 'Star Spangled Banner,' and only pausing in the tunes to wave the instrument in the air, in innumerable sweeps, to the measure of the answering shouts."¹³ The frowning barriers of the Rocky Mountains were now in the rear of the emigrants and they were at the threshold of their promised land.

It was only a matter of three or four days' traveling from Soda Springs to the Snake River and Fort Hall, a trading post of the Hudson Bay Company. Three miles above this post the government located a military post in 1849. Fort Hall resembled very much the American Fur Company's post on Laramie River. The commander, Captain Grant, was always very hospitable to the emigrants, who rested at

¹² Cross, *Oregon Expeditions*, pp. 66-67; Thornton, *Oregon*, pp. 104-157; Wilkes, *Oregon*, p. 82.

Near this bend of the Bear another route turned off to California, passing in its course Great Salt Lake. See Map.

¹³ Wilkes, *Oregon*, p. 82.

his post and replenished their stock of provisions and repaired their wagons.¹⁴

The trail from Fort Hall was so difficult that it was generally believed before 1843 that it was useless to try to take wagons through to the Columbia. Apparently the Hudson Bay agents at the fort discouraged the effort. The emigrants of 1842 exchanged the running gears of their wagons for provisions and went on with what goods they could take packed on horses and mules.

When the great caravan of 1843 arrived at the fort, and the question arose as to the possibility of getting the wagons through to the Columbia, Captain Grant told the emigrants that he did not see how it could be done. "He had only traveled the pack trail, and certainly no wagons could follow that route, but there might be a practical road found by leaving the trail at certain points."¹⁵ Doctor Whitman, however, assured them that they could take their wagons through and urged them to do so.¹⁶ His counsel prevailed and the wagons went through, setting a valuable precedent for emigrants of succeeding years.

An emigrant of 1844 told of a conversation full of meaning which he heard between a fellow traveler and Captain Grant. The former asked the latter whether he thought the emigrants could take their wagons through to the Columbia. The latter's " * * * reply was in substance: 'Mr. Cave, it's just about a year since a lot of people came here just as you have done and asked me the same question. I told them "no; that we found it very difficult to pass the narrow trails with our pack ponies." They went on, just as you will do; just as if I had not spoken a word, and the next I heard of them they were at Fort Walla Walla. You—Yankees will do anything you like.'"¹⁷ The captain said more, perhaps, than he knew; not many years hence the Yankees were the sole possessors of the Columbia.

¹⁴ "Flour was \$40 a barrel, coarse brown sugar, 50 cents a pound, and all other prices were equally high". Thornton, Oregon, p. 160; also Wilkes, Oregon, p. 83; Crawford, Journal, p. 15.

¹⁵ Oregon Historical Society Quarterly, vol. 5, p. 77.

¹⁶ The first wagon ever taken to Oregon was driven over the Oregon Trail in 1836 by Whitman. See William Barrows, Oregon, the Struggle for Possession (Boston, 1884), Ch. 16.

¹⁷ Oregon Historical Society Quarterly, vol. 2, pp. 217-218.

B. Fort Hall to the Columbia.

The trail from Fort Hall lay along the south bank of the Snake River to a point below Salmon Falls, where it crossed the Snake and ran along at a distance from its north bank to the Boise River, which it crossed and continued past Boiling Spring to Fort Boise. Here the trail crossed the Snake again and a little farther on the Burnt River, a tributary of the Snake. At this point it left the Snake River, which makes a great curve to the north before it comes to the Columbia, and ran in a northwestern direction to the Columbia. Across this path lay the Blue Mountains, which the trail ascended to Grand Round, a magnificent valley about 100 miles in circumference embossomed among the mountains. The trail then descended these mountains from Grand Round to the Umatilla River, following the course of this stream to the Columbia.¹⁸ (See map.)

From Fort Hall the route became more impassable. Here the wagon road ended until the emigration of 1843. Dry valleys abounding in sagebrush had to be crossed. The wagons of '43 had much difficulty in getting through this undergrowth. This part of the journey had to be made in the fall, as it was far along the trail; when in such high altitudes the weather was likely to be very disagreeable. If the journey was not made quickly, winter was certain to overtake the travelers. The delays and mishaps of this last part of the trail before arriving at the Columbia were only those which one might expect from the mountainous character of the country.¹⁹ The knowledge of the difficulties of the passage from Fort Hall to the Columbia and down the Columbia to the Willamette Valley influenced some Oregon emigrants to take a more southern route after leaving the Pass.²⁰ The same influence caused others bound for Oregon to decide for California and to turn off before reaching the Blue Mountains to that country.

In this region the emigrants did considerable trading with the natives, whose stock in trade consisted chiefly of salmon, fresh and dried, the camas root and vegetables. The emigrants' principal articles of barter were ammunition,

¹⁸ The emigrants of 1812 seem to have passed over the mountains to the right of Grand Round.

¹⁹ Palmer's Journal in Thwaites, pp. 90-110; Wilkes, Oregon, pp. 85-89.

²⁰ Meeks Cut-off and Barlow's and Applegates' Roads.

clothing and fish hooks. The most highly valued garment to the natives was a shirt, and as a result many emigrants hardly had a change of shirts when they arrived in the Willamette Valley. Fish hooks were like small coins, or change, in the states; they came in very handy for small purchases.²¹

The Snake abounded in salmon, which the Indians very dexterously caught with spears of their own contrivance. The salmon were dried and preserved for periods when the waters no longer contained that fish. This article of food was to the natives of the Snake and Columbia what the buffalo was to the Indians on the plains. It was likewise of the same importance to the emigrants along these rivers that the buffalo was along the Platte. The chief difference was that the Indians furnished the salmon. The fish was abundant at the falls of the rivers. Salmon Falls obtained its name for this reason. The camas root was a valuable article of food eaten with salmon. It was to salmon with the Indian as bread was to meat with the white man. The Indians also attributed medicinal qualities to this root.²²

Boiling Springs were as interesting to the emigrants on the Snake as the Great Soda Springs were on the Bear. These springs, five in number, contained water hot enough for culinary purposes. A fish could be boiled in a few minutes and at the same time be seasoned by the mineral in the water.²³

The emigrants found Fort Boise only a recruiting station for the larger and more important post of the Hudson Bay Company at Fort Hall. At this lower post they often obtained some provisions. Emigrants of 1845 paid \$20 per hundred-weight for flour, which had been brought all the way from Oregon City.²⁴

When the emigrants passed over the Blue Mountains into the Umatilla Valley they found a class of Indians who seemed to be fairly well along toward civilization.²⁵ They had better physiques, were better clad, were less inclined to fish and hunt, and were more disposed to farm and trade than Indians generally were. Missionaries had been working for a number of years among these natives and with considerable success.

²¹ Oregon Historical Society Quarterly, vol. 2, pp. 219-226; vol. 5, pp. 79-80; Palmer's Journal in Thwaites, pp. 105-116; Crawford's Journal, p. 19.

²² Ibid.

²³ Palmer's Journal, in Thwaites, p. 97.

²⁴ Ibid., pp. 98-9.

²⁵ Ibid., pp. 107-112.

The emigrants, therefore, of the middle forties were able to obtain some provisions from them. Palmer says in his journal (1845): "They brought wheat, corn, potatoes, peas, pumpkins, fish, etc., which they were anxious to dispose of for cloths, calico, nankins and other articles of wearing apparel. They also had dressed deer skins and moccasins. They had good horses, which they would gladly exchange for a cow, esteeming the cow as of equal value."²⁶

At last the emigrants arrived on the south bank of the Columbia. " * * * There was something inspiring and animating in beholding this [river]. A feeling of pleasure would animate our breasts akin to that filling the breast of the mariner, when after years of absence, the shores of his native land appear to view. We could scarce persuade ourselves but that our journey had arrived at its termination. We were full of hope, and as it was understood that we had but one more difficult part of the road to surmount, we moved forward with redoubled energy * * *."²⁷

Not very far east of Fort Walla was the Whitman mission station called Waulapu. With another man by the name of Parker, Marcus Whitman had started to Oregon in 1835 as a missionary to the Indians for the American Board of Foreign Missions. At the Green River Whitman turned back to bring out other helpers for the proposed mission station. Parker continued to Oregon and chose the site mentioned above for the mission. In 1836 Whitman married, and with his wife and another newly married couple, Rev. H. H. Spalding and wife, went to Oregon and began his labor among the Cayuse Indians. Spalding's station, Lapwai, was not far from Waulapu. (See map.)²⁸

In the fall and winter of 1842 Dr. Whitman returned east by a circuitous route far to the south of the Oregon Trail on business for his mission. When he reached the states in the spring of 1843, he found much excitement over the Oregon question and preparations underway for a great emigration that year.²⁹

²⁶ Palmer's Journal, in Thwaites, p. 108; also see Wilkes, Oregon, p. 88, (emig. 1843).

²⁷ Palmer's Journal, pp. 115-16.

²⁸ Mowry, W. A., Marcus Whitman and the Early Days of Oregon, (New York, 1901), p. 69-70.

²⁹ Marshall, Wm. I., Acquisition of Oregon and the Long Suppressed Evidence about Marcus Whitman in 2 vols., (Seattle, 1911), vol. 1, pp. 110-120, 125-130.

After visiting Boston, Whitman returned to the frontier and accompanied the emigrants over the trail to Oregon. His journey to the Green River in 1835 and his pilgrimage over the same route to Oregon in 1836, as well as his skill as a physician, made him a valuable personage among the emigrants of 1843, who sought his counsel often. He labored unceasingly to ameliorate the hardships and sufferings of the people throughout the entire journey, and his services were highly beneficial. As he had taken his wagon as far as Fort Boise in 1836 and later to the Columbia, he assured the emigrants that they could take their wagons through to Oregon. And it was largely due to his advice that the Hudson Bay Company's agents at Fort Hall did not get wagons in 1843 as they did in 1842.

Whitman's station was a place where the emigrants often replenished their supply of provisions after crossing the Blue Mountains and reaching the Umatilla and Columbia. Every emigration from 1842 to 1847, inclusively, felt the beneficence of his mission, and many times when aid was sorely needed. Spalding's mission, too, often aided the pilgrims. The emigrants of 1842 rested at Waulapu and secured provisions before they proceeded down the Columbia. Likewise did those of 1843. The rear of the caravan of 1844 remained with Whitman until spring; and Palmer (1845) says that Mr. and Mrs. Whitman met his company with a wagonload of supplies while they were encamped on the Umatilla.

In 1847, however, serious trouble developed between the Indians in the vicinity of the mission and the whites. The emigrants of that year had a plague of the measles as they neared the end of their journey. About fifty of this emigration remained at the mission, and, as might be expected, the measles spread among the savages, many of whom died from exposure. The Indians, of course, blamed the whites for the misery and death which the disease caused, although Dr. Whitman did all he could to mitigate their suffering. Since 1842 the Indians had asked pay for the land occupied by the whites and requested that boundaries be fixed. Their demands had never been granted. The disaffection crystallized late in 1847, when one Joe Lewis, an Indian half-breed, and some other renegades excited the natives to attack the mission suddenly and massacre the whites. They killed Whit-

man and his wife and a number of emigrants, and held in captivity a still larger number of emigrants. The captured, however, were later rescued. Thus Dr. Whitman came to his death at the hands of those whom he had served faithfully for eleven years. The Spaldings at Lapwai were warned in time to escape.³⁰ This, for a time, was the end of the Protestant missions in this region. The amount of credit really due Marcus Whitman for his part in the settlement of Oregon will probably never be satisfactorily determined. It can not be denied, however, that his wagon trip to Oregon in 1836, his service to the emigration of 1843, and the aid which his mission gave the passing emigrants of 1842-3-4-5-6 and 7 give him a prominent place in the early history of Oregon.³¹

C. Down the Columbia into the Willamette Valley.

The last part of the trail ran along the Columbia River to the Willamette Valley. This route was beset with difficulties equal to or even greater than any the emigrants had thus far encountered. The high bluffs and mountains, reaching to the very bank of the river, were almost impassable. Then there were many streams emptying into the Columbia, with high, steep banks and rapid currents, which the emigrants had to ford or ferry. Furthermore, the currents and rapids of the Columbia made the voyage down that stream exceedingly perilous.³²

So fraught with dangers was this last part of the journey that many of the emigrants of 1843 were persuaded by those at the mission and Fort Walla Walla to leave their wagons and to sell their cattle, receiving orders from the Hudson Bay Company's agent at the fort for other cattle at Vancouver. These with their other belongings went down the river in canoes.

There were a few who, after disposing of their wagons, put what possessions they could on their horses and drove their cattle through. The main part of the caravan, however, kept their wagons and drove to the Dalles.³³

³⁰ Bancroft, Oregon, vol. 1, pp. 648-655.

³¹ A keen controversy arose a few years ago over the part Whitman had in "Saving Oregon". See Wm. I. Marshall's Acquisition of Oregon and the Long Suppressed Evidence about Marcus Whitman; also Nixon, O. W. How Marcus Whitman saved Oregon. Chicago 1895. Bourne in Historical Criticism. Scribner's 1901 gives good evidence on the question.

³² Palmer's Journal, pp. 116-120.

³³ Bancroft, Oregon I, p. 406-448; Clarke, Pioneer Days in Oregon, II, p. 483; Wilkes, pp. 89-90.

Farther than the Dalles wagons were not driven before 1845. Here the Cascade Mountains presented a formidable barrier to wagon transportation. The emigrants of 1843 who drove to the Dalles built rafts large enough to carry six or eight wagons, and on these floated down the river to the Cascades.³⁴ Their cattle were driven across the stream and down its north bank to Vancouver where they recrossed to the south side.³⁵ Others of this company remained at the Dalles and the Cascades until those who went ahead returned with boats from Vancouver to take them down the river.³⁶ This number consisted mostly of those who came from Walla Walla in canoes.

A part of the emigration of 1844, following the advice of Peter H. Burnett, from whom they received a letter at Fort Hall, sent a party to the Willamette for aid. This proved a wise thing to do, for they were sorely in need of help when they arrived at the Dalles. Here they received a boat load of supplies from Vancouver and Oregon City.³⁷ A member of the Caravan of 1847, writing in the Oregon Historical Society Quarterly, says that, when they reached the Dalles a division of opinion arose as to the best route to follow into the Willamette Valley. Some desired to go down the Columbia by boat, while others proposed to cross to the north bank of the Columbia and proceed to Vancouver. They chose the former method. Their wagons were taken to pieces and loaded on the boats, while their cattle were driven across the river and down its north bank to Vancouver, where they were driven over the river again.³⁸

The emigrants were nearly always in very poor circumstances when they arrived at Vancouver and Oregon City. In fact, if it had not been for the aid rendered them by the missions and Indians after crossing the Blue Mountains and the further aid from the Hudson Bay Company's agent, Dr. McLoughlin, many would never have arrived in the Willamette Valley. Of course, after 1843 some assistance was given by those who had already settled in Oregon.

³⁴ A child was born on one of these rafts before it reached the Cascades.

³⁵ Wilkes, p. 89.

³⁶ Ibid. The sufferings of these before leaving the Cascades were awful. At one time many were reduced to eating boiled rawhide and hempseed. Dr. McLoughlin sent food to them twice, which doubtless saved many from starvation. Bancroft, Oregon, pp. 408, 412.

³⁷ Oregon Historical Society Quarterly, vol. 2, pp. 218-239.

³⁸ Hugh Cosgrove in Oregon Historical Society Quarterly, vol. 1, p. 265.

The assistance which Dr. McLoughlin gave the emigrants deserves special mention, as he was the agent of the great English company which operated in that quarter of the world and which naturally hoped to see England's claims to Oregon made good. The emigrants, before arriving at Vancouver, were prejudiced against the Hudson Bay Company, whose policy really was to discourage emigration from the states to Oregon; but its chief agent, out of the goodness of his heart, gave the emigrants much valuable aid. He gave them credit for supplies, consisting of food, clothing and other immediate needs. He furnished them seed for the spring sowing and loaned them boats to assist them in getting to their destination. Many of those whom he aided, however, were very ungrateful and some even failed to pay their obligations to him when due. "An immigrant of 1844, Joseph Watt," says: "When we started to Oregon we were all prejudiced against the Hudson Bay Company, Dr. McLoughlin, being chief factor of the company for Oregon, came in for a double share of that feeling. I think a great deal of this was caused by the reports of missionaries and adverse traders, imbuing us with a feeling that it was our mission to bring this country under the jurisdiction of the Stars and Stripes. But we found him anxious to serve us, nervous at our situation on being so late, and doing so much without charge—letting us have of his store, and waiting, without interest, until we could make a farm and pay him from the surplus of such farm, the prejudice heretofore existing began to be rapidly allayed. We did not know that every dollar's worth of provisions, etc., he gave us, all advice and assistance in every shape, was against the positive orders of the Hudson Bay Company. * * * In this connection I am sorry to say that thousands of dollars [60,000] virtually loaned by him to settlers at different times in those early days was never paid, as an examination of his books and papers will amply testify." ³⁹

The fertile valley of the Willamette River, between the Cascade and the Coast Ranges, received the thousands of emigrants who went to Oregon in the early and middle forties. (See map.) Here they settled, organizing a provisional gov-

³⁹ Katherine Coman, *Economic Beginnings of the Far West*, 2 vol. (New York, 1912) II, pp. 159-60.

ernment as early as 1843, and laid the foundations of a great commonwealth on the Pacific Coast.

D. Meek's Cut-off and Barlow's and Applegate's Roads.

Near Fort Boise a part of the emigration of 1845 was met by Elijah White, the Indian sub-agent of Oregon, returning to the states on business for the provisional government of Oregon. Earlier in the year, in consequence of a subscription of \$2,000 by the citizens of Oregon to be used in promoting a road over the mountains for the emigrants of 1845, White had tried and failed to find a pass over the mountains connecting with an extinct trapper's trail leading from the Malheur or Powder Rivers by Mount Jefferson into the Willamette Valley. He advised the emigrants at Boise, it appears, that such a road existed and that it would shorten their journey some 150 miles and at the same time lessen their hardships, as it was much more easily traversed than the old trail over the Columbia.⁴⁰

Stephen Meek, the emigrants' guide, believed from previous experience in that region that this shortcut to the Willamette was much more practical than the main route and persuaded 200 families to follow him.⁴¹ He led this company up the Malheur River and over the mountains to the Humboldt River. The journey was most disastrous. The struggle over the mountains hurt the oxen severely; there was little grass and water, the latter being so full of mineral that it was nauseous; and the days were hot and the nights so cold that ice often formed. The country through which they passed was barren—so barren that the Indians seemed not to inhabit it. The consequences were that the emigrants found themselves in a terrible condition. The mountain fever and dysentery caused several deaths, while many cattle died for want of grass and water. Despairing of ever reaching the Willamette by this southern route, the wanderers turned north to pursue the shortest road to the Columbia River. The route taken lay between the John Day and Des Chutes Rivers.

⁴⁰ Bancroft, Oregon, I, p. 484.

⁴¹ Meek had had a long experience in the West, having gone to California in 1833-34, been in the Willamette Valley in 1841, and having piloted the emigrants of 1842 from Fort Laramie. Thwaites, vol. 30, *Palmer's Journal*, p. 40, (footnote).

But the emigrants' condition became worse, and to many it seemed that man and beast would perish together in the desert. Meek, being blamed for the disaster, feared for his life, and with some of his friends fled from the main caravan and hurried down the Des Chutes. Being overtaken by the main body, he again fled to save his life and arrived at the Dalles in advance. Here Meek, after much solicitation, succeeded in getting a few horse loads of food taken to the emigrants, who, when this aid arrived, were on the Des Chutes River, thirty-five miles from the Dalles, "their provisions nearly exhausted and the company weakened by exertion, and despairing of ever reaching the settlements." The emigrants were where a crossing of the river was imperative and at the same time most hazardous. "The means finally resorted to for the transportation of the families were novel in the extreme. A large rope was swung across the stream and attached to the rocks on either side; a light wagon bed was suspended from this rope with pullies, to which ropes were attached; this bed served to convey the families and loading safely across; the wagons were then drawn over the bed of the river by ropes. The passage of the river occupied some two weeks."⁴²

These pilgrims finally arrived at the Dalles about the middle of October, having lost twenty of their number by disease. As many more died after their arrival from the same causes, and many others were so weakened and broken in body and spirit that they never regained their former vitality and energy. Their arrival at the Dalles was preceded only a few days by the main body over the old route.

When the emigrants of 1845 arrived at the Dalles they found the conveyances for transportation down the Columbia so inadequate for their large numbers that some planned to take their wagons over the Cascade Mountains into the Willamette. This number, however, was very small, as the task was generally believed too hazardous to undertake. The first promoter of this road and the other after whom it received its name was Samuel K. Barlow, captain of one of the companies and among the first to arrive at the Dalles. The Barlow family, which included thræe grown sons, and some others,

⁴² Thwaites, *Palmer's Journal*, pp. 121-124; Bancroft, *Oregon*, I, pp. 511-516.

making a company of seven wagons in all, started on their transmontane journey about the first of October. After some effort one of the party and his wife gave up the task as impossible and returned to the Dalles.

The remainder of the company, determining to win at all costs, continued their efforts. Twenty-three other wagons joined the Barlows later, making about twenty-nine wagons which dared to drive over the mountains rather than risk the voyage down the Columbia. They found the way so difficult, however, that they sent their cattle back to the Dalles to be driven through east of Mount Hood. They were obliged, also, to send back to the Dalles for food. Winter came early in the mountains, food was scarce, the stock strayed, and the Indians stole at every opportunity. The emigrants, fearing the rainy season, finally arranged to leave their wagons and baggage guarded in the mountains and to send the women and children through on horses to the Willamette. They had hardly done this when rain, which soon turned to snow, set in. The sufferings of man and beast now became fierce. The snow covered the vegetation, so that the horses had to eat from the poison laurel. The people were poorly clad and it appeared as if they would soon be reduced to eating horse and dog meat. Their whereabouts, however, were known in the Willamette Valley and, fortunately, a relief party from Oregon City met them when help was most needed. Barlow found it necessary, however, to leave the wagons and much of the baggage under guard in the mountains, at a rude structure which he called Fort Deposit. It was near the end of the year when the last of his company arrived in the Willamette Valley.⁴³

The Oregon provisional government in 1846 authorized Barlow to find a pass in the Cascades through which the emigrants might drive their wagons. He succeeded in reaching Fort Deposit and brought his own wagons through, and so improved the route that some of the emigrants of 1846 drove over it. The descent of the mountains, however, was so steep that they had to tie tops of trees to their wagons to hold them back.

⁴³ Oregon Historical Society Quarterly, vol. 3, pp. 71-81 (History of the Barlow Road by William Barlow); Thwaites, Palmer's Journal, pp. 128-157. (Palmer accompanied Barlow); Bancroft, Oregon, I, pp. 517-522.

By 1846 interests in the Willamette Valley were such that settlers in the vicinity of Oregon City and settlers in the Upper Willamette and in the Umpqua Valley were advocating a road into their respective localities.⁴⁴ Those of Oregon City in that year had the satisfaction of seeing Barlow's Road improved so that emigrants came over it that fall. By this time a keen rivalry had developed between the communities of the Lower and the Upper Willamette for preferment among expected emigrants to Oregon. Each tried to divert emigration to it. The inhabitants of the Upper Willamette and of the Umpqua desired a southern route into Oregon, not only to hasten the development of that region, but also, in the event of a war with England, to provide a military route over the Cascades far south of the Columbia. The Barlow Road might not prove adequate for the transfer of troops across the mountains; and again, it would be better to have a route leading into the valley far away from British influences near the Columbia.

The determination to open up a southern route caused a company, at the expense of the citizens of Polk County, to set out in May, 1846, to undertake the enterprise. Owing to the desertion of some of its members, this party accomplished nothing. A second company of fifteen men, including the leader of the first, Levi Scott, and the promoters of the enterprise, Jesse and Lindsey Applegate, set out the latter part of June of the same year to locate a southern road from the Bear River to the Upper Willamette Valley.

The explorers went up the Willamette across the Umpqua River in a southeastern direction to the Humboldt River, passing Lakes Klamoth, Modoc and Goose. Their route then ran up the Humboldt to Thousand Springs. From the Springs most of the party proceeded to the Bear River, while Jesse Applegate and some others went across to Fort Hall to persuade the emigrants of '46 to take the southern route to the Willamette. The road thus marked out took the name of Applegate. This trail which the Applegates were ready to recommend was fraught with many difficulties. The party

⁴⁴ Bancroft, Oregon, 1, p. 532. The government of Oregon had authorized Thos. McKay to locate and construct a toll road over the mountains to Fort Boise in time for the emigration of 1846. He had failed. Stephen Meek petitioned the authorities to construct a road from the Upper Willamette to Boise. Petition rejected. Ibid.

in exploring it had suffered many privations. For nearly two days at one time they had gone without water. One of their number succumbed and remained behind in the shade of some rocks while his companions continued to search for water. When water was found it was often so alkaline that one could not retain it. Yet, through this barren waste along and north of the Humboldt these men advised caravans of emigrants to go.

Jesse Applegate believed the southern route superior to the northern and urged the emigrants at Fort Hall to take it. He proposed to guide them through and expected to avoid for the most part the alkali desert through which he had passed. He was mistaken, however, in believing that this road was shorter than the old trail. His argument influenced about one hundred wagons to turn off at the fort and take the Applegate Road. The promoter of this route and some companions were to go before and mark out the trail, while two of his party, who had gone to the Bear River, were to meet the emigrants at Thousand Springs and guide them safely through to the Willamette.

These emigrants endured many hardships on the way, some of which were due to their own carelessness. The Indians stole their cattle and shot poisoned arrows from behind rocks at them. One company had an engagement with the natives, in which one white man was killed, another wounded and several Indians killed. The spurs of the Cascades often required sixteen to twenty yoke of oxen to draw one wagon up a sharp acclivity. Such barriers to progress made it impossible for one hundred wagons to keep together in a single body. In the Rogue River Valley those in the rear received provisions from the exploring party which was ahead. The fall rains caught a large number in the Umpqua Valley. As a result their suffering became great; often they had to wade water; famine overtook them; and their condition became deplorable. Notwithstanding the aid which they received, many abandoned their wagons and much of their property. Some left their cattle guarded on the Umpqua, and it was February before many got out of the valley.⁴⁵

⁴⁵ Bancroft, Oregon, I, pp. 542-565; Thornton, Chapters IX to XII, gives a detailed and graphic account of the experiences of these emigrants.

The rivalry between the promoters of the Barlow and the Applegate Roads became very keen. Agents for the former route met emigrants of 1847 at the Green River to urge them to continue on the old trail to the Dalles. Levi Scott was also near Bear River to guide those who might desire to take the southern route. The representatives of the northern road sent letters to the emigrants near Green River, "in which they [the emigrants] were counseled to starve, whip, and even kill any person advising them to take the southern road. A circular was distributed containing an exaggerated account of the calamities suffered the previous year, and recommending the Barlow road." These circulars made no mention of the hardships endured by those who took the northern route. As a result only forty-five wagons of the enormous emigration of 1847 took the Applegate road.⁴⁶ These arrived in good season and in good condition, while those who took the northern route to the Dalles suffered many privations.

The hostilities of the Cayuse Indians in the winter of 1847, which threatened to close the northern route, and Scott's success in guiding his party over the southern road caused the Oregon Legislature to pass an act for the improvement of the latter, "making Levi Scott commissioner and allowing him to collect a small toll for his services." This road continued in favor.⁴⁷

⁴⁶ From four to five thousand emigrants went to Oregon in 1847. Bancroft, 623-4.

⁴⁷ Bancroft, Oregon, I, pp. 567, 623-4.

CHAPTER IV.

GOVERNMENT AID AND PROTECTION.

A. Jefferson's Interest in the North West.

Even before American Independence Thomas Jefferson had manifested a keen interest in exploring the region beyond the Mississippi to determine whether or not the sources of the Missouri and the sources of another stream rising in the Rock Mountains but flowing into the Pacific Ocean, were not very near together. Such belief had long existed in the minds of many and much speculation had been entertained as to the benefits to be derived from discovering an almost continuous water course from the Mississippi to the Pacific. As early as 1783 Jefferson proposed to George Rogers Clark that he lead an exploring party to ascertain the facts regarding the interior of this region.¹

Again in 1786 while he was minister to France, Jefferson made overtures to another adventurer, a certain John Ledyard, that he explore the western part of North America. His proposition was accepted and plans were made for the party to begin its work from Nootka Sound and proceed eastward across the continent. Ledyard was finally arrested in Siberia at the instigation of the Empress of Russia and nothing came of this plan.²

Jefferson's next effort to have the Great North West revealed was during his secretaryship in Washington's cabinet, when he detailed a scientist by the name of Andre Michaux to explore the parts drained by the Missouri system and

¹ Reuben Gold Thwaites. *A Brief History of Rocky Mountain Explorations*, (New York, 1904), Chapter IV; Katherine Coman, *Economic Beginnings of the Far West* (New York, 1912, vol. I, pp. 231-234).

² Thwaites, *Rocky Mountain Travels*, ch. IV. Ledyard was the first of the Americans to propose an expedition to the northwestern coast of North America. His first attempt was in 1783-4. Russian Fur traders caused his arrest in 1788 and his subsequent banishment from the borders of Russia. See Appleton's *Encyclopedia of American Biography* by James Grant Wilson and John Fiske (New York 1900) III, p. 655.

to learn whether another stream rising near the sources of the Missouri did not flow into the Pacific. But again he was disappointed; complications growing out of the Genet episode frustrated these plans.

Jefferson seemed destined to play even a greater role in the fortune of the West than any one of the projects mentioned above would have given him. The year 1803 found him president of the United States and the greatest factor in concluding negotiations for the acquisition of the region commonly known as the Louisiana Purchase. Now this nation builder could carry out to his heart's satisfaction his desire of twenty years' standing to have the vast undeveloped territory lying west of the Mississippi River explored and its interior revealed to the world. Even before the consummation of the purchase, Jefferson planned to send an exploring party into the region, and by May 1804 a company under the command of Captain Meriwether Lewis and Lieutenant William Clark³ was at the mouth of the Missouri River under instructions from the president to explore the waters of the Missouri and even to penetrate through to the Pacific Ocean. In general, the party was to obtain detailed information, from observation and otherwise, of the various geographical features, the possibilities for commerce, and the most valuable facts concerning the natives of that quarter. They were especially instructed to treat the Indians "in the most friendly and conciliatory manner" and to encourage amicable intercourse between them and the states.⁴

This expedition lasted through the years 1804-5-6, and extended along the Missouri to its source, thence across the Rockies to the Columbia, and down that river to the Pacific. A full account of it was soon published, and for the first time the world was given a comparatively authentic description of the Missouri River Country and the Columbia Valley.

In 1805 Jefferson sent another exploring party under Z. M. Pike to the Upper Mississippi. By April 1806 Pike had complied with his instructions and returned to St. Louis. After about three months he was again at the head of another

³ The younger brother of George Rogers Clark.

⁴ Elliott Coues, *History Lewis and Clark Expedition* (New York 1893), I, Memoir of Meriwether Lewis, pp. xxiii-xxxiii.

expedition directed this time to explore the interior of Louisiana. Pike's two expeditions furnished abundant information about the region beyond the Mississippi. Councils with the Indians were held and much done to cultivate a conciliatory attitude on the part of the natives of the regions visited.⁵

To Jefferson, then, and to the government belongs the greatest credit for really opening up and revealing for the first time the interior of the Far West. This early work was of inestimable value to all who, for pleasure or gain, desired to operate in that vast undeveloped territory.

B. From Jefferson to 1840.

Soon after the explorations mentioned above a considerable fur trade developed between the states and the West in the direction of the Columbia Valley. The general line of communication was the difficult and circuitous path taken by Lewis and Clark. After the Second War with England the population began to flow toward the Missouri River Valley. With this western expansion interest in the direction of Oregon increased. With this increasing interest a desire for a safer and more direct route to the Pacific Coast region came to demand the attention of the government. It was believed that a path farther south, up the Platte, and through a pass near the source of that river, would prove more practicable.

Pursuant to this need, Calhoun, Monroe's Secretary of War, detailed Stephen H. Long in 1819 to command an expedition to explore the region in question. Long's party really was a scientific branch of a military expedition sent out under Colonel Henry Atkinson in 1818 for the purpose of establishing a military post near the mouth of the Yellowstone. The military detachment was poorly managed and never got any further than the region of Council Bluffs. Its only achievement was the establishment of a military post of some eight years' duration near the present site of Omaha.⁶

⁵ Z. M. Pike, *An Account of an Expedition to the sources of the Mississippi and through Western Parts of Louisiana*, (Philadelphia 1810).

⁶ See Edwin James, *Expedition to the Rock Mountains under command of Major Stephen H. Long*, (Philadelphia 1823); *American State Papers, Military Affairs*, II, p. 324; *Niles Register*, XVI, p. 344; *Thwaites Rocky Mountain Explorations*, p. 211, footnote.

Calhoun in a letter to Benton, Dec. 19, 1819, thought that a post near the mouth of the Yellowstone would probably be established in the summer of 1820. See *American State Papers, Military Affairs*, II, p. 32.

Atkinson's men wintered 1818-19 at Camp Martin near the mouth of the Kansas. The failure of this expedition to accomplish its purpose caused much unfavorable criticism by the public.

Long's party left the vicinity of the union of the Platte and the Missouri in the early summer of 1820. Their instructions were "to explore the Missouri and its principal branches and then in succession, Red River, Arkansas, and Mississippi above the mouth of the Missouri."⁷ The expedition was "to acquire as thorough and accurate knowledge as may be practicable, of a portion of our country, which is daily becoming more interesting, but which is as yet imperfectly known."⁸ The company explored the Platte to the mountains, thence turning south divided into two divisions and followed the Arkansas and Canadian Rivers to the Mississippi.

This expedition was very popular. Many thought it would open up considerable trade with China via Mississippi, Missouri, and Columbia Rivers. The account edited and published by Edwin James, the Botanist and Geologist of the party, gave valuable additional information of the region south of the route pursued by Lewis and Clark. This knowledge gave a new impetus to emigration to and communication with the Oregon Country.⁹

The Missouri, even after Long's expedition, continued for a time to be the chief route of commerce between the North West and the States. The Indians of this region were usually hostile to the traders, who often sustained great losses from their depredations. In 1823 Colonel Henry Leavenworth lead a considerable military force against the Aricara Indians on the Upper Missouri. The expedition, however, accomplished very little. Two years later General Henry Atkinson was sent with a detachment of soldiers to conclude treaties with the Sioux, Mandans, Crows, and other tribes on the Yellowstone. This effort was much more successful than the former. The maneuvers of the soldiers and the bursting of shells from the howitzers so overawed the Indians that they readily concluded treaties with Gen. Atkinson. The troops

⁷ James, *Expedition to the Rock Mountains*, I; also Thwaites *Western Travels*, vol. XIV. S. H. Long's *Expedition*, vol. 1, in Preliminary Notice.

⁸ *Ibid.* See also Chittenden, *the American Fur Trade of the Far West*, vol. II, p. 563; "The expedition ordered to the mouth of the Yellowstone, or rather to the Maudan Village, is a part of a system of measures which has for its objects the protection of our northwestern frontier and the greater extension of our fur trade."

⁹ Thwaites, *Rocky Mountain Expeditions*, pp. 215-217; *Niles Register*, vol. 16, p. 320; *Oregon and Texas, Selections of Editorial Articles from St. Louis Enquirer*, 1818-19, by Thos. H. Benton, pp. 14-27.

escorted a large party of traders from the Yellowstone to the States. Atkinson did not see the wisdom of establishing a military post on the Yellowstone; instead he recommended the sending of military expeditions into that country every three or four years.¹⁰

With these last two expeditions the Government ceased for a period of ten years to give any real aid or protection to private enterprise in the Far West. During this time a policy of protecting the western frontier matured. The predominant opinion of the decade was that expansion would stop a short distance west of the Mississippi River. The state documents of the time give numerous recommendations by those in a position to know, concerning the establishment of military posts and roads along a line of demarcation between the Indian country and the states. This disposition on the part of the Government to recognize a dividing line, to be more or less constant, between the Indians and the whites, led to the establishment of a line of forts from the place where the St. Peters flows into the Mississippi to a point on the Kiamichi branch of the Red River. Forts Snelling, Leavenworth, Towson, Gibson and Jesup, therefore, became the chief bases of operations against the Indians. In this manner the Government confined its operations to the settled area of its domain and established a zone of security along the frontier.¹¹

At no time, however, did interest in Government protection of the transcontinental communication with Oregon cease. On the contrary, this policy continued to have strong adherents among statesmen. In 1821 a committee of the House had recommended that a military post be established on "the most northwestern point upon the Missouri," and also one at the mouth of the Columbia.¹² This report emphasized the almost water route between the Mississippi and the Pacific and estimated that twenty men in ten days could make it possible for loaded wagons to pass easily over the mountains. In January of the same year Congressman Floyd of Virginia introduced a bill in the House providing for the occupation of Oregon, the extinguishment of the Indian title

¹⁰ Chittenden, II, ch. III and IV; also American State Papers, 19th Cong., 1st Sess., Doc. 117.

¹¹ American State Papers, Military Affairs, vol. III, pp. 615, 828; vol. IV, pp. 219, 371, 631; vol. V, pp. 373, 729; vol. VI, pp. 149-153; vol. VII, pp. 974-985, 1002.

¹² American State Papers, Miscellaneous, II, pp. 629-634.

and a provisional government in Oregon. The measure never got any further than a reference to a committee of the whole after the second reading. A second bill by the same author met a similar fate, being tabled January, 1823.¹³

A third bill, introduced by Floyd January, 1824, providing for a military colony in Oregon, a territorial government when expedient, and the donation of a section of land to actual settlers in Oregon, was received more favorably. While it was under consideration the President laid before the House an estimation of the cost of an expedition from Council Bluffs to the Columbia. The measure passed the House the following December and went to the Senate for consideration, where it was finally tabled, in spite of the able championship of Senators Benton and Barbour.¹⁴ (March, 1825.)

President Monroe, in his last annual message to Congress, December, 1824, recommended the establishment of a "military post at the mouth of the Columbia, or at some other point in that quarter within our acknowledged limits, to promote intercourse between our Western States and Territories. * * *"¹⁵ Likewise did President Adams, in his first annual message, suggesting also, "the equipment of a public ship for the exploration of the whole North West coast. * * *"¹⁶ Floyd promptly followed Adams' recommendation with a bill, authorizing, among other things, the President to erect forts west of the mountains and garrison them, and to send an exploring party to the Columbia under military escort. The measure failed to pass on the third reading by a vote of 29 to 75.¹⁷

The contests over these bills gave considerable publicity to the various phases of the Oregon question and the matter

¹³ Bancroft's Oregon, I pp. 350-359; Annals of Congress, 16th Cong., 2d Sess., pp. 941-959.

¹⁴ Bancroft, Oregon, I, pp. 360-365; American State Papers, Military Affairs, II, pp. 623-4.

A House report for April, 1824 contained a letter by Gen. Thos. S. Jesup, recommending a line of posts across the continent from Council Bluffs to protect traders and to prevent the English from operating in the territory of the U. S. See House Reports, 18th Cong., 1st Sess., II, p. 110.

In 1823 John Jacob Astor wrote the Secretary of State, on solicitation, regarding the need of government posts in Oregon. He had asked for such protection in 1813 which was promised, but never given. See American State Papers, Miscellaneous, II, pp. 1007-1112.

¹⁵ House Miscellaneous Doc., 53d Cong., 2d Sess., vol. 37; Messages and Papers of the Presidents, II, p. 262.

¹⁶ Ibid., p. 313.

¹⁷ Bancroft's Oregon, I, pp. 367-8. It was not until 1838 that a bill similar to Floyd's was introduced again.

of protecting the interests of American citizens in the unorganized public domain. The debates contained long and detailed accounts of the resources of the Columbia Valley, the Pacific Ocean off the coast of Oregon, and the region of the Upper Missouri. The information, which was turned into argument, was obtained from reports of travelers, traders, explorers, and Government investigations. Those in favor of the measures emphasized the trade advantages which would be realized from such Government aid as was contained in the proposed legislation. They argued that the establishment of a Government trade route up the Missouri and its tributaries, over the mountains, down the Columbia, and across the Pacific to the Orient, would produce great profit to the Nation. Furthermore, they declared that it was the Government's duty to protect its citizens from molestations at the hand of the Indians, and especially the British. The strong arm of the government, they maintained, should protect and encourage American enterprise wherever it pursued a legitimate course in the territories of the United States. Yet, with all the ardor, which such a program could summon, not enough support was rallied to effect the desired legislation.¹⁸

It is, indeed, significant that Congress did nothing during the twenties and thirties to gratify the desire that substantial Government aid and protection be given American enterprise in the region in question. The reasons might be summarized as being due to:¹⁹ (1) The existence of extreme partisanship and the growing feeling of sectionalism in the country—"The Era of Hard Feelings"; (2) the lack of interest in Oregon on the part of many, due to its remoteness and the vast undeveloped expanse of seemingly uninhabitable territory between it and the states; (3) belief that such aid would be class legislation; (4) the improbability of the Government's ever receiving returns commensurate with the necessary investment; (5) the existence of the treaty of joint occupation with England; and (6) the general belief that the Great Bend of

¹⁸ See *Annals of Congress* for 1822-23, pp. 355, 390, 411, 583, 602, 678, 691, 696, 700; also Pamphlet, *Proceedings in the United States Senate on the Bill for the Protection of the Fur Trade in answer to Mr. Barton's Publication of July 1824*, by Thos. H. Benton; also *Abridgment of the Debates of Congress, VIII (1824-25)* pp. 183-198, 203-213.

¹⁹ *Ibid.*

the Missouri River was the western limit of civilization—that the region beyond was to remain the Indian country, a semi-arid desert waste and mountainous region, unworthy of civilized effort. It took more than a quarter of a century of effort before any legislation was passed to protect those interests operating between the western frontier and Oregon.

Nevertheless there were some acts of the executive branch of the Government during the thirties which deserve mentioning, since they can be construed as benevolent to private enterprise in Oregon and the intervening territory. In 1835 the Secretary of War sent Colonel Henry Dodge with an expeditionary force of about 120 men to explore the region south of the Missouri to the mountains. He left Fort Leavenworth in May and returned in September, exploring the Platte River country to the mountains and the Upper Arkansas. The Secretary reported that the expedition was “employed in exhibiting to the Indians a force well calculated to check or to punish any hostilities they may commit,” and to add to the general knowledge of that region. Many councils were held with the Indians and much done to conciliate the warlike tribes and to impress upon them the necessity of their respecting the interests of the whites among them. Dodge recommended in his report “one or two good positions for a military post, should it ever be the policy of the Government to establish one in this portion of their territories.”²⁰

A complaint that settlers in Oregon were subjected to hardships at the hands of the Hudson Bay Company caused President Jackson to direct W. A. Slocum of the naval service to proceed to Oregon to investigate conditions. Slocum visited the Columbia in 1837, remaining only a short time, but long enough to give some material assistance and encouragement to Americans there. His report contained valuable information regarding the Oregon country.²¹

²⁰ Sen. Doc., 24th Cong., 1st Sess., I, p. 43; Colonel Dodge's Journal, House Doc. No. 181, 24th Cong., 1st Sess.; American State Papers, Military Affairs, V, p. 373.

Col. Dodge, the year before, had been sent from Ft. Gibson with about 500 dragoons to escort traders over the Santa Fe Trail. House Exec. Doc. No. 2, 23d Cong., 2d Sess. As early as 1829 the government had set a precedent for giving cavalry and military aid to the Santa Fe Trade. George A. Forsyth, *Story of the Soldier*, (New York 1900), p. 150.

²¹ Bancroft's Oregon, I, pp. 100-103, 140-142; Slocum's Report, House Report Supplement, 25th Cong., 3d Sess.

C. The Acquisition of Oregon and Assurance of Protection in the Forties.

By the close of the thirties and the beginning of the forties the Oregon question began to assume such proportions that Congress was obliged to reopen the consideration of measures concerning the control of the Columbia and the protection of American interests there, as well as measures pertaining to communication with that region. Private enterprise, unaided by the Government, had continued to exploit the North West; missionaries had braved the wilds to carry Christianity to the natives of the Columbia. Business interests of Americans and English were clashing beyond the Rockies. A considerable population from the states had trekked over the mountains and were demanding the protection of the United States Government in their extremities. It was clearly evident that the fate of Oregon must soon be decided.²²

So earnest was the public that the Government bring the treaty of joint occupancy to a close and protect Americans going to and in Oregon that petitions, memorials and resolutions praying congressional action began to be sent to Washington from all parts of the country. On January 13, 1840, citizens of Elizabethtown, Ky., petitioned Congress to plant a colony in Oregon, to "cut" a road from the Missouri across the mountains to Astoria, and to place garrisons at convenient places along the route to protect emigrants from the Indians.²³ Petitions of like character were received from citizens of Indiana and Missouri early in the same year.²⁴ The State Legislature of Illinois went so far as to pass resolutions for the speedy settlement of the title to Oregon.²⁵ The citizens of Oregon, too, petitioned Congress in 1840 to extend the jurisdiction and laws of the United States over that region.²⁶

As early as 1838 Senator Lewis F. Linn of Missouri had forced the Senate to consider a bill providing for the occupation of Oregon with a military force, a fort on the Columbia,

²² The first petition from the citizens of Oregon was in 1838. It asked that the laws of the United States be extended beyond the Rocky Mountains.

²³ Sen. Doc. 26th Cong., 1st Sess., No. 172; Oregon Historical Society Quarterly, vol. 3, p. 393.

²⁴ Sen. Doc. 26th Cong., 1st Sess., Nos. 40, 244.

²⁵ Ibid. No. 93.

²⁶ Ibid. No. 514.

and the establishment of a port of entry in that country.²⁷ The measure, after reference first to the committee on military affairs and later to a select committee, who returned it somewhat modified to the Senate, failed to pass (February, 1838). Linn's second bill secured no more favorable reception.²⁸ The passage of Linn's bills, it was believed, would have endangered our relations with England over the Maine boundary.

In March, 1840, Linn introduced a third bill. This was in response to a recommendation by the Secretary of War in compliance with a resolution of the Senate, directing the Secretary to give his opinion of the expediency of establishing a line of military posts from the Missouri to the mountains to protect trade and to facilitate communication with Oregon. This bill, besides protection, provided for the appointment of an Indian Agent for Oregon and the donation of 1,000 acres of land to each male settler over 18 years old. The controversy over the Maine boundary prevented action on this bill also, as it did on still another bill a little later providing for the extension of a portion of the laws of the United States over Oregon.²⁹

Beginning with 1841, the President's messages began once more to include recommendations for the establishment of military posts along the route to Oregon. President Tyler, in his annual message of that year, asked Congress to give special attention to "that portion of the Secretary's (war) report which proposes the establishment of a chain of military posts from Council Bluffs to some point on the Pacific Coast within our limits, * * * giving protection to our frontier settlements, and of establishing the means of safe intercourse between the American settlements at the mouth of the Columbia and those on this side of the Rocky Mountains. * * *"³⁰ Linn responded at once by introducing a bill in the Senate, similar to his former measures. This he followed in January with a resolution requesting the President to give

²⁷ Bancroft's Oregon, I, pp. 370-71.

²⁸ Ibid. pp. 372-373. Five thousand copies of this bill were printed and circulated to create public sentiment. The Foreign Committee of the House at the same time reported adverse to the expediency of establishing a territorial government in Oregon, giving Maine situation as the reason, 1,000 copies of this report were circulated. Ibid.

²⁹ Bancroft's Oregon, I, pp. 375-378. Linn's fourth bill was prompted by a report that England had extended the laws of Canada over Oregon. Further efforts by Linn in January and August, 1841, were just as fruitless. Ibid. 378.

³⁰ House Miscel. Doc., vol. 4, Messages and Papers of the Presidents, 53d Cong., 2d Sess., p. 3265.

England the one year's notice to terminate the treaty of 1827. The Maine boundary was still in the balance and action was once more deferred.

The next year several important things, emanating in one way or another from the Government, happened, all of which materially augmented the interest in Oregon. The first deserving consideration are the explorations in the Columbia Valley by Lieutenant Charles Wilkes in 1841. Wilkes was authorized by Congress in 1836 to explore parts of the Pacific Ocean, including the coast of Oregon and the Lower Columbia. His report, which he delivered before the National Institute, Washington, in 1842, gave much information about the Columbia River as far inland as Walla Walla.³¹

Another act of considerable consequence was the appointment of Elijah White as Indian Agent in Oregon. White was to go immediately and encourage as many emigrants as possible to accompany him. With about one hundred men, women and children he left Independence, Mo., in the early summer of 1842 and arrived among the settlements on the Columbia in the autumn of the same year. This was undoubtedly one of the most important preliminary movements which determined the speedy occupation of the Columbia Valley by Americans. White's band was the vanguard of thousands who trekked over the trail to Oregon during the next few years. The Government had now, for the first time, a resident agent in that country and seemed to approve of a considerable emigration thither.³²

Perhaps the most important event in the history of Oregon and the West in 1842 was the appointment of John C. Fremont "to explore the country between the Missouri River and the Rocky Mountains." This action was authorized by "the Topographical Bureau with the sanction of the Secretary of War."³³ The real purpose of Fremont's expedition seems to have been known to only a few. It was not until long after that it was declared to be "in aid of and auxiliary

³¹ See Synopsis of the United States Exploring Expedition, 1838-1842, delivered before the National Institute, Washington, by Charles Wilkes, pp. 34-40. Another account is, Narrative of the United States Exploring Expedition, 1838-42, by Charles Wilkes, five volumes, (Philadelphia, 1844), II, ch. 9-15.

³² See White's report to the Commissioner of Indian affairs, April 1, 1843, Exec. Doc., 28th Cong., 1st Sess., I No. 2, p. 450.

³³ John C. Fremont, Memoirs, (Chicago and New York 1887), pp. 69-72. President Tyler was averse to any aid to western emigration. Ibid.

to the Oregon emigration." Benton was back of this movement to aid emigration to the Columbia. Fremont himself says in his memoirs that the purpose of the expedition "was to indicate and describe the line of travel and the best positions for military posts; and to describe and fix in position the South Pass in the Rocky Mountains."³⁴

Fremont, with about twenty companions and Kit Carson as guide, left Missouri in the early summer of 1842 and returned to St. Louis in October. The route taken was that commonly taken by the Oregon emigrants. The work performed was of a scientific nature and such as to contribute materially to the knowledge of the region traversed. Benton, in his *Thirty Years' View*, says: "* * * "The exploration of Lieutenant Fremont had the double effect of fixing an important point [South Pass] in the line of the emigrants' travel, and giving them encouragement from the apparent interest the Government took in their enterprise."³⁵

The appointment of an Indian Agent to Oregon and the sending of Fremont to explore the route to the South Pass were acts of the Government sufficient to encourage those desiring to emigrate to Oregon.

A fourth act of the Government in 1842, interpreted in the light of its sequel, was a crucial one in the history of Oregon. It was expected that the ministers who were concluding a settlement of the northeast boundary between Canada and the United States would also arrange the boundary on the northwest. When it became known that the Webster-Ashburton Treaty left the Oregon question unsettled, a storm of indignation and disappointment went over the country. Resolutions from bodies of citizens and state legislatures began to implore Congress to terminate the treaty of joint occupation of Oregon and to protect and aid American interests in that country. President Tyler, in his annual message in December, apologized for the neglect of Oregon by explaining that its inclusion in the negotiations of the other matter would have created complications injurious to the settlement of the Maine boundary. He further expressed

³⁴ Fremont's Memoirs, pp. 69-72.

³⁵ Thos. H. Benton, *Thirty Years in the U. S. Senate, 1820-1850*, (New York 1858,) II, p. 478. Fremont made his report to his superiors, March 1, 1843. The Senate ordered 1000 copies published for distribution.

his intention of urging upon England "the importance of its [Oregon boundary] early settlement,"³⁶

Soon after the provisions of the Webster-Ashburton Treaty became known Senator Linn began to urge the enactment of a bill providing for a line of military posts, not to exceed five in number, from the western frontier to the mouth of the Columbia; large grants of lands to settlers, their wives and children; the appointment of Indian agents in the West; the organization of a judicial system between Iowa and Oregon; and for an appropriation of \$100,000 to carry on the work. The best talent in the Senate was enlisted in the debate. Benton ably aided Linn. The argument for and against the measure was very much the same as that given in the debates on the previous measures by Linn and Floyd.³⁷ The bill passed the Senate February, 1843, by a vote of 24 to 22 and went to the House, where it failed.

The interest in the progress of events relating to Oregon in 1842-43 was intense. Many petitions suggesting legislation for that region were received in Washington. Members of Congress received letters from all over the country, particularly from the western states, urging them to support measures favorable to American interests in the Columbia Valley and the intervening territory. Senator Linn, who died in October, 1843, received hundreds of such letters up to the time of his death. During the session of 1843-44 memorials continued to implore Congress to legislate in favor of American interests west of the Rockies.³⁸

The events of 1842, and especially Linn's bill of '42-'43, led many to believe that the Government was now determined to aid in the colonization of the Columbia Valley. Though Linn's measure was not passed by the House, "the emigrants assumed it to mean protection." It was the generous provisions of this proposed legislation, which seemed certain to be enacted, that encouraged the great emigration in 1843.³⁹

In this same year the Government sent Fremont on a second expedition "to connect with the first expedition at the

³⁶ Sen. Doc., 27th Cong., 2d Sess., III, p. 5.

³⁷ See pages 133-136. Benton's *Thirty Years' View*, II pp. 468-478 gives a good account of the debate on this bill.

³⁸ Bancroft's *Oregon*, I, pp. 381-84.

³⁹ Burnett's *Recollections*, p. 97; also Greenhow's *Oregon*, pp. 338-91.

South Pass * * *” and “* * * to examine the broad region south of the Columbia River.”⁴⁰ Thus, with Wilkes’ explorations there would be “a connected survey of the interior and western half of the continent.”⁴¹ To insure protection from the Indians, Fremont obtained a howitzer from the arsenal at St. Louis. This made the expedition seem military rather than scientific and caused the authorities at Washington to send orders to Fremont to return to the capital to explain his action. Fortunately Mrs. Fremont prudently delayed the order and hurried her husband on his mission.

This expedition took a course somewhat farther south of that of the first. It explored an area including the sources of the Platte and Arkansas Rivers in the region which is now Colorado, then went on through South Pass to the Salt Lake country, where further explorations were made. From Salt Lake Fremont went on to the Columbia, where he was the guest of Dr. McLoughlin at Vancouver, November, 1843. From the Columbia, Fremont explored the heart of the region southward as far as the most southern part of California. From there he pursued a northeastern direction to Salt Lake, thence eastward to the sources of the Arkansas, which stream he followed for a time, leaving it for a more direct route to Western Missouri. He arrived in St. Louis in August, 1844, and soon went to Washington, where in March, 1845, he completed and gave his report to the public, 10,000 extra copies being ordered by Congress for distribution.

The service which this intrepid explorer performed, not only for his own country, but for the world, was incalculable. His two expeditions furnished much scientific information concerning the West. Moreover, the presence of a Government force at times near the chief route of communication between the states and Oregon could not but have a salutary effect upon the emigrants.

While Fremont was concluding his second expedition and preparing his report Congress was considering legislation for the benefit of Oregon. Missouri sent David R. Atchison to succeed Senator Linn, deceased. Atchison followed the good

⁴⁰ Benton's *Thirty Years' View*, p. 579; Fremont's *Memoirs*, p. 165.

⁴¹ Fremont's *Memoirs*, p. 276.

Fremont's other expeditions, 1845, 1848, 1853, are little concerned with the Oregon Trail and interests in Oregon.

example of his predecessor by introducing a bill in the first session of the Twenty-eighth Congress similar to Linn's bill of 1843. The arrival of an agent from England, however, to negotiate the settlement of the Oregon difficulty caused action to be deferred. A second bill by Atchison to establish a government in Oregon failed to get a third reading. During the same time the House considered a measure to extend the civil and criminal code of Iowa over Oregon as far north as 54° 40'; but nothing came of it other than the printing of 10,000 copies for distribution.⁴²

President Tyler, in referring to Oregon in his annual message of 1844, said that "military posts at suitable points upon the extended line of travel would enable our citizens to migrate in comparative safety. * * * These posts would constitute places of rest for the weary emigrant, where he would be sheltered securely against danger of an attack by the Indians, and be able to recover from the exhaustion from a long line of travel." Yet, with the President urging protective legislation, with the Secretary of War suggesting suitable places for garrisons, with committees of both houses of Congress reporting bills providing all the protection needed, and with resolutions of conventions and state legislatures asking the national legislature to aid and protect the emigrants, it was impossible to get a majority of both the House and the Senate to favor a law embodying even a part of the program for Oregon. The House did succeed in passing a bill to organize the Territory of Oregon, February, 1845. This measure replaced a bill by Atchison in the Senate; but that body let it fail for the want of time. Another measure "to protect the rights of citizens in Oregon," passed the House, April, 1846, but failed in the Senate. This last measure was in response to a petition from the provisional government of Oregon that the Government protect American citizens in that country.⁴³

⁴² Bancroft's Oregon, I pp. 384-386.

⁴³ See Bancroft's Oregon, I, pp. 386-87. Interest in Texas influenced southern members often to oppose legislation for Oregon, *Ibid.* In December 1845, Stephen A. Douglas introduced a bill in Congress for a national highway to the Pacific to aid emigration. See Richard Smith Elliott, *Notes taken in Sixty Years*, (St. Louis, 1883), p. 190.

See also House Report, 27th Cong., 3d Sess., Doc. 426, No. 31; Cong. Globe, 1844-5, pp. 17, 155, 237, 277; Sen. Doc., 28th Cong., 2d Sess., No. 56. The reports of the Secretary of War for 1841, 1843, 1844 all recommend the establishment of a line of posts on the route to Oregon.

The War Department, being executive in character, could respond more easily to the demand for protection on the route to Oregon. In May, 1845, Colonel S. W. Kearny was ordered to proceed from Fort Leavenworth to the South Pass with five companies of dragoons, numbering about 250 men. The soldiers were well armed and took with them two howitzers. Here was an armed force sufficient to overawe the Indians and impress upon them the danger of molesting the emigrants. This expedition was purely military in character, though its purpose was to cultivate peace among the savages. The troops returned to Leavenworth after an absence of ninety days, by going down the Arkansas and over the Santa Fe Trail.

Kearny reported that the Indians "were distinctly told that the road opened by the dragoons must not be closed by the Indians, and that the white people traveling upon it must not be disturbed, either in their persons or property." The savages were instructed in the destructive qualities of the howitzers by witnessing the discharge of the two pieces, which filled them with amazement. The report further stated that "although we did not see as many Indians on our march as we had desired, yet the fact of our having been through their country is, no doubt, at this time well known to every man, woman and child in it. And as those were the first soldiers ever seen by those upper Indians, and as those who saw them were much struck with their uniform appearance, their fine horses, their arms and big guns (howitzers), it is most probable in their accounts to those who did not see us, they have rather exaggerated than lessened our number, power and force."¹⁴

Kearny thought that no army post should be established near Fort Laramie, as was recommended, as the advantage would not be commensurate with the expense. In fact, his report seems to discourage the location of military posts anywhere on the route to Oregon. He advised, instead, that military forces similar to his be sent out every two or three years to keep the Indians quiet and to remind them of the effectiveness with which the dragoons could operate in any

¹⁴ See Sen. Doc., 29th Cong., 1st Sess., I. No. 1, p. 210 for Kearny's report. Mention also in Niles Register, vol. 69, p. 303.

part of their country.⁴⁵ This act of the Government was indeed protection for the emigrants, who must have been greatly encouraged to see a strong detachment of soldiers along the trail, whose purpose was to warn the savages to let them alone.

The year 1846 witnessed the settlement of the title to Oregon and the passage of an act providing for the establishment of a line of military posts along the route to the Columbia. In April Congress authorized the President to abrogate the convention of 1827,⁴⁶ and the following August the commissioners fixed the boundary at 49°.

On May 19 Congress passed "An Act to provide for raising a regiment of mounted riflemen, and for establishing military stations on the route to Oregon."⁴⁷ The main provisions of the measure were the raising of one regiment of ten companies for duty at the posts; the appropriation of \$76,000 for the expense of mounting and equipping the regiment; and the additional appropriation of \$5,000 to defray the expense of each post which the President might see fit to establish, and to purchase locations from the Indians.

It was not until the spring of the following year, however, that a move was made to carry out the provisions of this act. "March 31 a call was made on the State of Missouri for a regiment of mounted volunteers, a part of which was to be employed in establishing military posts on the route to Oregon."⁴⁸ The war with Mexico, however, caused the entire regiment to be ordered to New Mexico. The Secretary of War then made a requisition upon Governor Edwards of Missouri for "a battalion of similar troops" to establish the long wished for posts. One company of artillery, two of mounted men and two of infantry soon set out from Missouri to locate and begin the erection of the forts. Two posts were located, "one near Grand Island, where the road to Oregon strikes the Platte, and the other at or near Fort Laramie."⁴⁹

The Missouri battalion began work in 1847 on the post near Grand Island, which they called Fort Kearney. Not

⁴⁵ Kearny recommended that the whole unorganized territory west of the Mississippi be put under martial law.

⁴⁶ U. S. Statutes at Large, 29th Cong., 1st Sess., vol. 9, p. 110.

⁴⁷ *Ibid.*, p. 13.

⁴⁸ Sen. Doc., 30th Cong., 1st Sess., No 503, (The report of the Secretary of War, December 2, 1847)

⁴⁹ *Ibid.* See Niles Register also, vol. 72. p. 370.

much was accomplished that year toward its construction, but the following year the troops returned and continued the work. Besides locating the two posts and beginning work on the first, these troops did excellent service in operating against the Indians in that region.

But the task of establishing the posts on the route to Oregon moved slowly, as it had ever done. Reports of Indian massacres in Oregon caused the President in 1848 to order a regiment of mounted riflemen in Mexico to Jefferson Barracks, and from there to proceed to Oregon. The soldiers, however, took advantage of a privilege to resign and the regiment was depleted. Vigorous measures were used to recruit the regiment and several more companies were quickly raised. Two of these proceeded westward and relieved the Missouri Volunteers who were at Fort Kearney.⁵⁰ The lateness of the season prevented the sending that year of any relief to Oregon over the trail. By the winter of 1848 three buildings had been erected at Fort Kearney for the two companies, with a bakery, stables and a large storehouse.⁵¹

Early in 1849 a regiment of mounted riflemen proceeded from Ft. Leavenworth to complete the work of establishing the line of posts to Oregon.⁵² After resting and overhauling their equipment at Fort Kearney, the regiment went on to Fort Hiram where two companies remained, occupying the old fort buildings which the government had purchased.⁵³ During the summer the soldiers erected a hospital and magazine and got other buildings under way of construction. The remainder of the regiment went on to Oregon, leaving two companies to establish a post near Ft. Hall, and arrived at Vancouver early in October. Owing to the scarcity of forage near Ft. Hall the post there was abandoned and one located near the Dalles instead.⁵⁴

This regiment of riflemen was the first military force to travel the entire route to Oregon. Its mission was success-

⁵⁰ Exec. Doc., 30th Cong., 2d Sess., vol. 1, pp. 79, 162.

⁵¹ Exec. Doc., 31st Cong., 1st Sess., vol. 3, p. 225.

⁵² Congress did pass an act for a territorial government in Oregon, August, 1848, and in September of the same year, a military escort accompanied the newly appointed governor and marshall of the territory from Ft. Leavenworth over the Santa Fe Trail and along the Gila River to California. In November 1848 two companies of soldiers sailed from New York for service in Oregon, arriving there the next May and locating at Fort Vancouver and at Fort Steelacoom on Puget Sound.

⁵³ Exec. Doc., 31st Cong., 1st Sess., vol. 3, p. 225.

⁵⁴ Exec. Doc., 31st Cong., 2d Sess., vol. 1, p. 5.

fully performed; the posts were finally established and protection provided for the emigrants throughout the entire length of the Trail. It should be borne in mind, however, that the expeditions of 1845, 1847, 1848, and 1849 moved independently of the emigrant trains. There were times, of course, when the soldiers and travelers met and passed each other. The presence and operations of the military forces on the route, nevertheless, served as a valuable protective agency to the emigrants. The Indians could easily discriminate between United States soldiers on duty and companies of emigrants passing through their land, and they knew they could not molest the latter without danger of punishment by the former. Fort Laramie was especially well located since it was in the country of the Sioux and the Crows, who were the most hostile to the movements of the emigrants.

By 1849-50, then, the government had a line of military posts on the route to Oregon from Fort Leavenworth on the Missouri to Fort Vancouver on the Columbia. The intervening posts were at Fort Kearney, Fort Laramie, and the post at the Dalles. There were posts also at Astoria and Steela-coom.⁵⁵ The United States was now the sole possessor of the Columbia Valley, and had given Oregon a territorial government to replace the provisional one, which the settlers had formed several years before. The government had also established post roads in Oregon, and in 1849 Congress had authorized the Secretary of War to furnish arms and ammunition at the cost to the government to persons emigrating to Oregon, California, and New Mexico.⁵⁶ The Trail to Oregon was now under government protection, even though the aid came slowly and was not entirely adequate to the emigrants' needs.

⁵⁵ Sen. Doc., 32d Cong., 1st Sess., vol. 1, p. 145.

⁵⁶ United States Statutes at Large, 29th Cong., 2d Sess., (vol. 9), pp. 200, 418; *Ibid.*, 31st Cong., 1st Sess. (vol. 9) p. 496.

APPENDIX I.

[Organization of Emigrating Company, Bloomington, now Muscatine, Iowa, 1843.]

“Saturday April 1, 1843.¹

“The meeting was organized by calling David Hendershott to the chair, and Silas A. Hudson as secretary; when a motion of James G. Edwards the report of the committee read in part on Saturday last, was ordered to be read in full.

“Mr. Hight, from the committee on correspondence, made the following report:

“Your committee of correspondence beg leave to report that they have written to Independence, Missouri, and to Columbus, Ohio, and have requested information, and also have proposed to join at some point this side of the mountains. Your committee have also thought it proper to submit a set of resolutions for your consideration, which ought to govern the company. It is expressly understood that we emigrate to Oregon for the purpose of settlement; men of families are requested to join; we have already engaged a physician and expect a chaplain to accompany the enterprise.

“Organization of the Oregon Emigration Society. There shall be elected one captain, four sergeants, and as soon as the company shall arrive at the gap of the Rocky Mountains, and consists of not less than one hundred men, they may choose one first and one second lieutenant. The captain and the four officers next in rank shall direct all the movements, and make all arrangements for the society for their march; and they shall act as directors, and shall qualify candidates and receive them as such at their distinction. They shall have charge of the funds of the company; shall choose their own clerk, who shall keep a regular account of all moneys expended and the amount on hand; and the directors shall report to the company monthly. The clerk shall keep a regular journal

¹ Oregon Historical Society Quarterly, vol. 3, p. 392.

of the march. No negroes or mulattoes shall be allowed to accompany the expedition under any pretention whatever.

“*Equipment*—Rifle guns, to carry from thirty-two to sixty bullets to the pound, and a tomahawk and knife, \$16; 1 chopping axe, spade, etc., \$2; 100 pounds side bacon, \$3; 1 barrel flour and 1 peck of salt, \$2.25; $\frac{1}{2}$ pound cayenne pepper, 1 barrel beans, \$1; 1 canteen and 1 blanket, \$5; 1 tent to every six men, \$150; 1 pony or mule, \$60; teams and horses to be shod, and spare shoes; $\frac{1}{2}$ barrel, iron hooped, to each wagon, for carrying water, \$1.50. To each wagon, 3 sets plow irons; 1 cradling scythe to each wagon; all mechanical tools to be taken; \$20 cash to be deposited with the directors for company use.

“Every man ought to carry with him a Bible and other religious books, as we hope not to degenerate into a state of barbarism.

“The whole amount necessary for each man, without a horse, will be about \$65.

“As soon as fifty men shall have joined and been inspected, and found competent, they shall choose their officers and then agree as to the time of taking up the line of march. We shall pass through Mount Pleasant, and to the agency, and thence the best route to Council Bluffs.

“Mr. Edwards moved that the report be adopted and printed, which was agreed to; when, on motion of General Hight, the meeting adjourned to meet on Saturday, April 8th, at 2 o'clock p. m.”

APPENDIX II.

RULES AND REGULATIONS FOR THE GOVERNMENT OF THE OREGON
EMIGRATING COMPANY.²

Resolved, Whereas, we deem it necessary for the government of all societies, either civil or military, to adopt certain rules and regulations for their government, for the purpose of keeping good order and promoting civil and military discipline. In order to insure union and safety, we deem it necessary to adopt the following rules and regulations for the government of the said company:

Rule 1. Every male person of the age of 16, or upward, shall be considered a legal voter in all affairs relating to the company.

Rule 2. There shall be nine members elected by a majority of the company, who shall form a council, whose duty it shall be to settle all disputes arising between individuals, and to try and pass sentence on all persons for any act for which they may be guilty, which is subversive to good order and military discipline. They shall take especial cognizance of all sentinels and members of the guard who may be guilty of neglect of duty or sleeping on post. Such persons shall be tried and sentence passed upon them at the discretion of the council. A majority of two-thirds of the council shall decide all questions that may come before them, subject to the approval or disapproval of the captain. If the captain disapproves of the decision of the council, he shall state to them his reasons, when they shall again pass upon the question, and if the same decision is again made by the same majority, it shall be final.

Rule 3. There shall be a captain elected who shall have supreme military command of the company. It shall be the

² Oregon Historical Society Quarterly, vol. 3, page 407; Wilkes, History, Oregon, Part II, p. 70.

duty of the captain to maintain good order and strict discipline, and, as far as practicable, to enforce all rules and regulations adopted by the company. Any man who shall be guilty of disobedience of orders shall be tried and sentenced at the discretion of the council, which may extend to expulsion from the company. The captain shall appoint the necessary number of duty sergeants, one of which shall take charge of every guard, and who shall hold their office at the pleasure of the captain.

Rule 4. There shall be an orderly sergeant elected by the company, whose duty it shall be to keep a regular roll, arranged in alphabetical order, of every person subject to guard duty in the company, and shall make out his guard details by commencing at the top of the roll and proceeding to the bottom, thus giving every man an equal tour of guard duty. He shall also give the member of every guard notice when he is detailed for duty. He shall also parade every guard, call the roll and inspect the same at the time of mounting. He shall also visit the guard at least once every night and see that the guard are doing strict military duty, and may at any time give them the necessary instructions respecting their duty, and shall regularly make report to the captain every morning and be considered second in command.

Rule 5. The captain, orderly sergeant and members of the council shall hold their offices at the pleasure of the company, and it shall be the duty of the council, upon the application of one-third or more of the company, to order a new election for either captain or orderly sergeant, or new member or members of the council, or for all or any of them, as the case may be.

Rule 6. The election of officers shall not take place until the company meet at Kansas River.

Rule 7. No family shall be allowed to take more than three loose cattle to every male member of the family of the age of 16 and upward.

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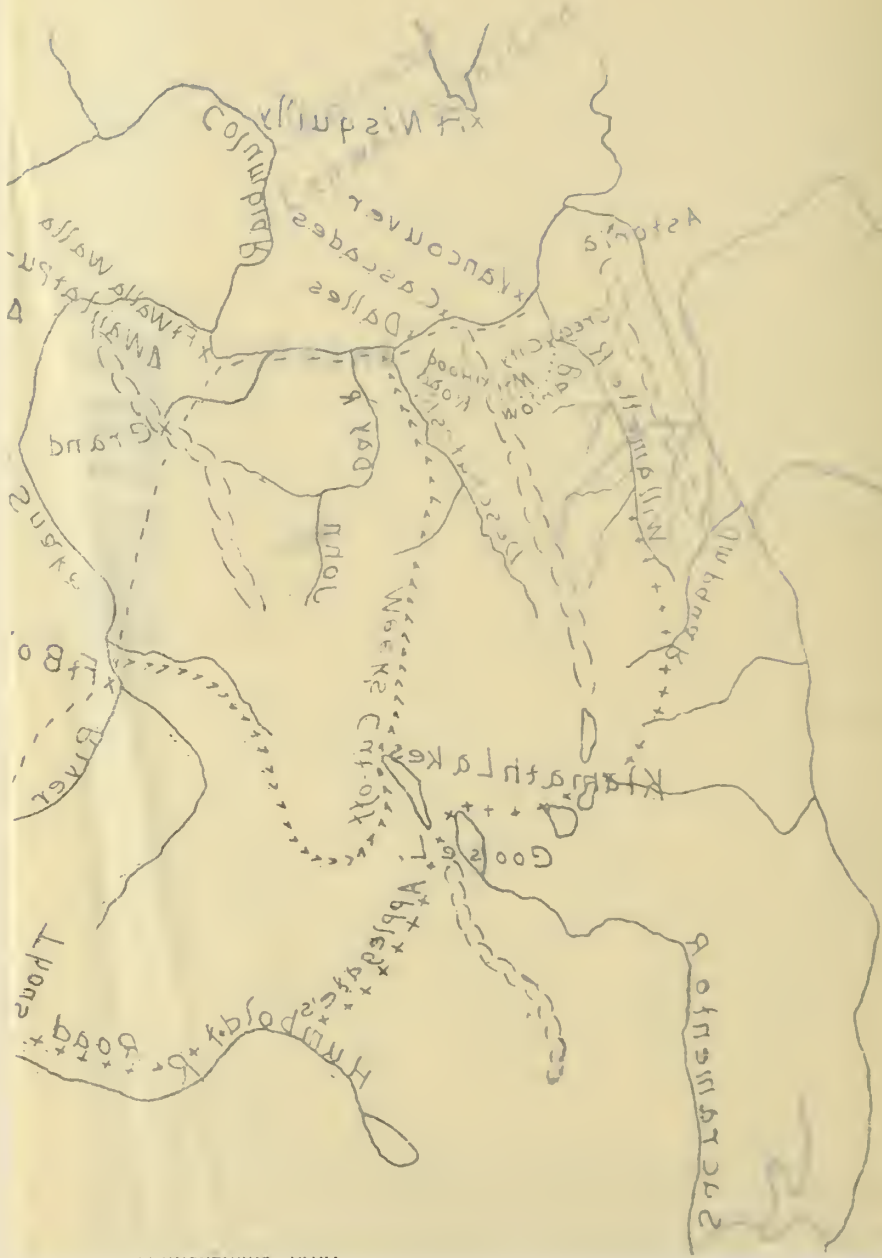
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MAP OF THE OREGON TRAIL.



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A MOMENTOUS INCIDENT IN THE HISTORY OF ILLINOIS.

By JANE MARTIN JOHNS, Decatur, Illinois.

In the following pages I have carefully refrained from any hearsay or guesswork, and have quoted Mr. Lincoln's history and words as I *remember* to have heard them from his own mouth or pen.

The story of the snow-bound excursion train is the only portion that is not strictly "personal recollections," but is told as it was told me by the ladies who were prominent in its personnel. I am not sure that my dates are correct, and I know of no means of verifying them. There are doubtless hundreds of persons who remember the incidents, but I know of no printed record of the events unless there may be preserved in the Historical Library some copies of the Springfield papers of January, 1855.*

To the close student of history, seeking for cause and effect, no one deed of any one man has ever had such far reaching and momentous results as did that of Mr. Lincoln in suddenly abandoning his cherished party affiliations and personal ambition, when he walked down the aisle of the House of Representatives on that memorable day of February and commanded his adherents to vote for Lyman Trumbull for United States Senator. The cause of free territory was at stake, and although Mr. Lincoln believed that he was "committing political hara-kiri" and "that henceforth he would sink out of sight," he made the supreme sacrifice without a moment's hesitation when he realized that the cause to which he had consecrated his life was endangered. Mr. Trumbull's candidacy had at no time been considered as a serious proposition. He was named merely as a figurehead upon which to hang the Democratic opposition to Senator Douglas. As the nucleus of a future Free Soil party, five men were pledged "to vote for Lyman Trumbull to the bitter

* The Illinois State Historical Library has a file of the State Register and Journal of 1855.

end." Except these five, all the leaders of the Democratic opposition to squatter sovereignty were pledged to Mr. Lincoln. Lieutenant Governor Koerner, John M. Palmer, Norman B. Judd and other prominent Democrats were indefatigable in their efforts to elect Mr. Lincoln, but when the crucial moment came Mr. Lincoln recognized in a moment that the only salvation of the principle of free territory lay in the election of the anti-Nebraska nominee of the Democratic party.

This action of Mr. Lincoln was a death blow to the Whig party, and resulted in the formation of the great Republican party, and ultimately in the preservation of the Union and the abolition of slavery and involuntary servitude in the United States.

The cornerstone of Mr. Lincoln's great and eventful career was this sacrifice of personal ambition to principle and the burial of self in his country's welfare.

* * * * *

Illinois rightfully claims Lincoln as her own. Though born in Kentucky, he lived there only long enough to learn that no man, whose father had been compelled to earn his bread by the sweat of his *own* brow, could ever hope to attain social equality or political opportunity where the slaveholder held the ruling power.

Escaping in his boyhood from the deadly upas of slavery, Illinois became his home, developed his character and shaped his destiny.

Preparedness for his great career had begun when, a barefooted boy, he stood where the Transfer House now stands in Lincoln Square, Decatur, "upon the splintered stump of a fallen tree," and made, impromptu, his first political speech. This uncalled for intrusion of a barefooted mud-sill into the realm of politics was typical of Lincoln's entire career, and the applause it received from a hostile audience a forerunner of his future successes.

The spirit of pure democracy, ingrained in Lincoln's character, developed his self-respect, and he instinctively asserted and maintained a position of equality with men of official position and gentle birth. He was probably the first man in southern Illinois who had ever aspired to legislative

honors without the prestige of family position, yet his fellow legislators accepted him at his own valuation and soon accorded him leadership. Though he had always belonged to the minority party in the legislature of Illinois, his strong personality and remarkable political acumen had insured for him personal influence and recognition. Not so in Congress. Elected as a Whig from a Democratic district, and a non-slaveholding State, he soon found that he was handicapped by his lowly birth; that the deadly power of the slaveholding oligarchy made it utterly impossible for the humbly born representative of a free state to acquire position or influence in the Congress of the United States.

One term in Congress had squelched his political ambition, and he returned to Illinois "resolved thenceforth to devote himself to the practice of law and the support of his family."

It had been universally conceded that concession to the slave power had reached its limit in the passage of the fugitive slave law, and that north of Mason and Dixon line slavery and involuntary servitude was forever prohibited.

The platforms of both great political parties were emphatic in their antagonism to further agitation of the slavery question, and had declared the compromise measure of 1852 a final settlement of the dangerous question. Mr. Lincoln held aloof from politics for eight years, but when the repeal of the Missouri Compromise, and the admission of Kansas and Nebraska into the Union under Mr. Douglas' new doctrine of squatter sovereignty, reopened the battle of the Nation against the extension of slavery into free territory, he buckled on his armor and sprang into the arena, determined to fight slavery to its death. He solemnly consecrated his life to confining slavery within its legal bounds, and to saving from its evil influence the free territory of the United States. To him the fate of the slave was a problem "that God only could solve," and which "must not be allowed to divert the attention of the Nation from the great question of free territory for the white man." He chose the Senate of the United States as his battle field and announced himself as a candidate for the Senate of the United States, and at once bent all his energies to the selection and election of a legislature that would elect him to that position.

The Whig party had always been conservative, and Mr. Lincoln believed that in the success of that party was the Nation's salvation. He deprecated the violence of the Abolitionists and emphatically advised that the injection of the slavery question into the legislative campaign should be carefully avoided. He felt sure that his party would stand by him in resisting further aggression of the slave power, but as a large majority of the Whigs of Illinois were men of southern antecedents, who hated an Abolitionist with an intensity that is almost inconceivable at the present day, he thought it wise to supersede the slavery question in the legislative campaign by one of more absorbing interest.

Know-Nothingism had become the paramount political issue in Illinois. A provision of the Constitution of 1818 read: "In all elections, all white male inhabitants above the age of twenty-one years, having resided in the State six months, shall enjoy the rights of an elector."

The internal improvement scheme had flooded the State with foreign laborers, nine-tenths of whom had allied themselves with the Democratic party, and their vote at any time could be made to control the political situation. This state of affairs was very distasteful to native Americans and threatened the disruption of the Democratic party. The slogan of the Know-Nothings was "America for Americans," and restriction of naturalization to twenty-one years of residence in the United States was the object of the party organization. The Whig party was in the minority, and the Know-Nothings by themselves were powerless, but in union there was strength. Mr. Lincoln seized this opportunity and quietly and secretly canvassed the State, asking men whom he could trust to announce themselves for the legislature, either as Whigs or Know-Nothings. He believed "that coalition of the two parties was the only hope for either."

Mr. Lincoln and Judge Davis had frequently been the guests of Dr. Johns during the sessions of the Circuit Court at Monticello; and one evening in the spring of 1854 they came again, this time upon a political mission, which was to ask Dr. Johns to allow himself to be announced as the Whig candidate for Representative to the Nineteenth General Assembly.

The conference which ensued, and in which I was permitted to take part, lasted till midnight, and was so interesting and so impressive that it is indelibly impressed on my memory.

The political situation—national, state and legislative—was freely discussed. Mr. Lincoln's arguments were startling in their intensity, and his attitude towards slavery was one of extreme repulsion. "The question at issue is the Nation, not slavery." "The purpose of squatter sovereignty is to establish a slaveholding empire which shall embrace the entire northwest." "We are in this fight, not to free the black man, but to hold free territory for the white man." "A poisonous exotic has taken deep root in good soil, where it is crowding out every healthy growth. We can't go into our neighbor's field and dig it out, but we can and must prevent its spreading into clean soil, which is the inheritance of the people." "I am not an Abolitionist," he exclaimed. "God in His good time will find a way to rid the Nation of its curse, but emancipation is a grave question which Divine wisdom only can solve." (Little did he dream that within a few years he was destined to be God's agent in the solution of that problem.)

Dr. Johns consented to the announcement of his candidacy for Representative to the Nineteenth General Assembly and Mr. Lincoln at once assumed the control of the campaign. "You are a candidate for a *state* office. Leave national issues in the background. It will be necessary to be all things to all men, as wise as a serpent and harmless as a dove, but always as non-committal as truth will allow." He advised a personal canvass of the district. "Bring state and local issues to the fore. Leave the United States Senatorship as far in the background as the law will allow."

Mr. Lincoln wrote many letters of advice and instruction regarding the conduct of that campaign, in which he showed remarkable insight into the impulses and motives that may be used in influencing men. These letters were so personal that he "advised their destruction as soon as read." If they could have been preserved, they might have been used as valuable lessons in political tactics.

He had traveled the circuit of the courts so many years, when court week was every man's holiday, that he knew the

people collectively and individually, and was prepared to diagnose the politics and prejudices of every man of any influence in every precinct, and to prescribe the special treatment for his particular case. Yet, in discussing the personality of any individual he judged sympathetically and justly. He was always able to put himself into the place of the man he judged and to take into consideration his environment, his heredity and his temptations.

To hold Whigs with southern sympathies to party allegiance, to check the violence of the Abolitionists, to alienate Know-Nothings from the Democratic party, whose senatorial candidate, General Shields, an Irishman, was the difficult task set by Mr. Lincoln for his supporters. Throughout the pre-election campaign the task of adapting the issues to the location was directed by Mr. Lincoln's shrewd hand. Every section of the State and, in some instances, even precinct divisions, had to be diplomatically managed, and though he carefully abstained from apparent interference in the election of members of the legislature, his guiding hand directed the minutest details.

As the Whig candidate for the Senate, he fearlessly took the stump in opposition to the Kansas-Nebraska legislation, and, in October, met Senator Douglas in joint discussion at Springfield, and followed him at numerous other points. The political situation at that time was a complicated one. Know-Nothingism, or the anti-Irish sentiment, was strong in Illinois as is the anti-Japanese feeling of today in California, and was an important factor in the election of the members of the legislature. In central and southern Illinois, to be called an Abolitionist was quite as bad as to be called a thief.

A convention of "men of all parties opposed to the Kansas-Nebraska legislation" met in Springfield October 3, 1854. Prominent Democrats, such as Palmer, Cook and Judd, went to Springfield with the intention and expectation of assisting in the nomination of Mr. Lincoln as the anti-Nebraska candidate for Senator. Dr. Johns had letters from Mr. Lincoln Mr. Palmer, Lieutenant Governor Koerner and others, all of whom believed that with careful management the opposition to the Douglas program could be united.

Unfortunately the rabid Abolitionists took possession of the convention and, by their violence, drove many conserva-

tive men from the support of Mr. Lincoln, who, fearing the effect of this convocation, did not participate in the proceedings. Democrats who were delegates to that convention "bolted," held a separate convention and nominated Lyman Trumbull as "anti-Nebraska Democratic candidate for the Senate."

When the legislature met there was an undoubted anti-Nebraska majority on joint ballot. Mr. Lincoln was the Whig candidate; five anti-Douglas Democrats had pledged themselves to vote to the end for Trumbull, while the Abolitionists, Know-Nothings and Whigs with southern sympathies held the balance of power.

Mr. Lincoln's friends were anxious for an early date for the senatorial election, fearing that delay and debate would intensify the rancor of both parties against the Abolitionists, but the Democratic majority of the Senate filibustered for delay.

Tuesday, the *23d* day of January, was finally agreed upon, and the legislature adjourned for the week-end. The majority of its members, with their wives and friends, hastened to Chicago, where the political pot was kept at the boiling point all day Saturday and Sunday. Sunday afternoon a blinding blizzard was raging in Chicago, and members of the legislature, with a host of wire-pullers of all parties, hastened on board the Chicago & Alton train en route for Springfield. About midnight word was passed through the train that they "were stalled" and would have to wait till morning for relief. Morning came, but no relief. The snow plows were also stalled. Hunger began to gnaw at the vitals of the teeming multitude of passengers. The smoking chimneys of a farm house, about half a mile distant, challenged four of the strongest men of the party to a foraging expedition. Wading to their necks in the snow, they reached their goal, and returned with a wash-boiler filled with coffee, tea, bread, butter, eggs, hams, potatoes and other raw provisions. They had bought from the farmer every bit of food that he had stored in his cellar and pantry and smokehouse. Willing hands soon cleared a space upon which a fire could be built. A search for firewood revealed the fact that there were two caterers from Chicago in the baggage car. One was in charge of all the refreshments prepared for a big reception to which

Mrs. Lincoln had issued invitations for Monday evening. The other had with him roast turkeys, hams and tongues, oysters, salads, cakes and ices, for a dinner at the executive mansion Monday noon, to which many of the members of the legislature had been invited by Governor Mattison. The boxes were requisitioned for firewood, but their contents were covered with newspapers and respected as far as possible. Mrs. Lincoln's caterer was equipped with all the paraphernalia requisite for serving three hundred people, including china, table linen and a big coffee urn. A committee of ladies, including Mrs. Pitner of Quincy, Mrs. Dunlap and Mrs. McClernand of Jacksonville, Mrs. Simeon Frances of Springfield, and others from Chicago, took possession of this outfit and gave the caterer a personal guarantee of remuneration for all damages or losses. The wash-boiler from the farmhouse was emptied and filled with snow, which as fast as it melted was strained into the coffee urn through clean napkins. Then eggs and potatoes were boiled in melted snow, and slices of ham were broiled on the points of curtain rods that had been rifled from the sleeping car, and the hungry multitude was served with breakfast.

The cold was intense. Before noon all available fuel was exhausted and the woodwork and seats of the cars were being torn out and split into firewood. At 5 o'clock there was no prospect of immediate release and supper must be provided. A fund was subscribed, and Mrs. Lincoln's refreshments and Governor Mattison's dinner were purchased from the caterers and carefully served to the hungry crowd. Meantime a relief train had been sent out from Chicago with food and fuel and about noon on Tuesday managed to dig through the drifts with welcome relief.

The blockade must have lasted through the entire week, for on Saturday, January 27, 1855, I find the following entry in the Journal of the House of Representatives:

"Mr. Preston offered the following resolutions:

'Resolved, That it is with deep pain and sorrow we learn a large number of the members of this honorable body who, unsuspecting the inclemency of a northern winter, are suffering from its effects in the north at the present time; and deeply sympathizing with the unfortunate in their weary hours of anxiety and peril, a committee of three be appointed from this House to go in search of

the lost expedition, fully empowered to bring the sufferers back if discovered and report to this House the result of their search at as early a day as practicable.

'Resolved, That railroad companies be respectfully solicited to pass the members of this committee on their respective roads, going and coming, free of charge.'

Which was adopted."

The same journal records that from Friday, January 19, 1855, until Wednesday, January 31, 1855, there was no quorum in the House of Representatives.

The day appointed for the election of Senator had passed. Mrs. Lincoln's reception had been abandoned, Governor Mattison's dinner had failed to materialize, and a new day for the election had to be arranged. The 8th of February was finally agreed upon, and at 10 o'clock a. m. the Senate and House of Representatives assembled in joint session to elect a United States Senator.

On the first ballot forty-five votes were cast for Mr. Lincoln, forty-one for General Shields, five for Mr. Trumbull, two for Mr. Koerner and one each for six other candidates, one member not voting. Six ballots followed quickly, Shields holding steadily forty-two votes, while Lincoln fell to thirty-six. On the seventh ballot the Democrats changed to Governor Mattison, through whose personal popularity they hoped to win. The eighth and ninth ballots increased Mattison's vote to forty-seven, which was conceded to be his utmost strength. The opposition vote on these two ballots was cast wildly and with no other purpose than to obtain delay. The forty-five votes cast for Mr. Lincoln on the first ballot were secure, the two for Mr. Koerner would be voted for Mr. Lincoln whenever they would elect him. The seven scattering votes were all pledged for Free Soil. It was near noon and a recess was taken until 2 o'clock. The Whigs were confident that during this recess enough of the scattering vote would be secured to elect Mr. Lincoln.

The five Democrats who had pledged themselves to "vote for Trumbull to the bitter end" were thought invulnerable, and without some of their votes Mattison could not be elected. The noon recess was spent in hard work by all of Mr. Lincoln's supporters and at 1 o'clock they were jubilant with the certainty of success.

As the wife of a member of the House, and a decided Lincoln partisan, I had been an interested spectator of the proceedings. I went from the State House directly to my room, which was separated from the adjoining parlor by closed folding doors. I was resting quietly on my bed, which stood against these doors, when three men entered the adjoining room. My attention was first attracted by hearing one of these men say: "They do not expect to elect him on the next ballot, but are sure to on the eleventh or twelfth unless we head them off."

Two of these men were evidently members of the legislature. Considerations, political and financial, which seemed to have been previously discussed, were merely alluded to, but the program of procedure was minutely arranged. One of these men, whose name came near the head of the roll call, was to "change his vote to Mattison after Allen and Baker had voted for Trumbull," and this was to be the signal for a stampede for Mattison. "Three more votes were secure and others will follow," they said. The roll call was then carefully gone over and the probable vote of each man noted and checked.

I listened intently, but was not able to fully grasp their scheme, though I did understand their conclusions. "Your votes will assure the election of Mattison on the next ballot, and I give you my personal guarantee for the fulfillment of our contract," was the final sentence I heard as they left the room.

I hastened immediately to the State House, sent for Dr. Johns, told him the story, and was taken to a private room, where I met Mr. Lincoln and repeated to him as nearly as I could the exact words of the interview I had overheard. I had either forgotten or had not heard the names of either of these men. Mr. Lincoln, who seemed almost stunned, walked the floor without a word of comment; then picked up a list of the members of the legislature, which was on a table in the room, and after scanning it carefully, said very sternly, "I don't think *he* will vote for Mattison."

A few gentlemen, one of whom I remember was John M. Palmer, were summoned in haste, and I was asked to repeat the story. It was evidently an unexpected blow and was re-

ceived almost in silence. Mr. Lincoln rose from his seat, where he had seemed for a moment almost in a state of collapse, and said: "Gentlemen, Lyman Trumbull must be elected to the Senate on the next ballot!" Turning back at the door, he said: "I ask as an especial favor that this disclosure be kept a profound secret." I have no personal recollection of what followed. How or when I reached the gallery of the House of Representatives, I do not know.

The assembly had already convened and there was not a moment to be lost. Every member of the assembly was in his seat. The clerk had risen to begin the roll call when Mr. Lincoln suddenly appeared at the head of the aisle and with a commanding gesture and clear voice announced that he withdrew his name from the contest and then walked down the aisles of the House and personally requested his adherents to vote for Mr. Trumbull on the next ballot, the result of which was fifty-one votes for Trumbull and forty-seven for Mattison. The unknown had evidently *not* voted for Mattison.

Mr. Lincoln's disappointment was evident, the greater because he had been assured that in addition to the forty-five votes he had received on the first ballot, four of the scattering votes had been secured for him, that Mattison's utmost strength was forty-seven, and that his friends were confident he would eventually receive the fifty-one votes necessary to an election. But with the disclosure of this new plot immediate action was demanded, and Mr. Lincoln decided, without hesitation or advice, to sacrifice personal ambition to the cause of freedom.

Thus did Fate once again, through bitter disappointment, reserve Lincoln for a greater destiny.

During the excitement that followed the announcement of the ballot I received a message from Mr. Lincoln. It was: "Please forget it all. No one knows that there were traitors in our camp, and no one must ever know. That is a closed incident."

I do not know when, or through whom, Mr. Trumbull heard my story, but I do know that after his election there was always a warm personal friendship between our families. I was invited to visit Mrs. Trumbull at Alton, and later at

Springfield and throughout his senatorial career Mr. Trumbull sent me many valuable public documents, one of which—a twelve-volume report of the first survey for a Pacific Railroad—I afterwards presented to the Decatur Public Library. Mr. Lincoln's injunction to secrecy was respected and obeyed until long after his death and not until time and events had demonstrated that secrecy was falsifying history did I decide to tell the world the true history of his self-sacrificing heroism.

The election of Mr. Trumbull proved to be the death blow of the Whig party in Illinois. The bloody fight for the admission of Kansas as a slave state had unified the anti-slavery sentiment. Opposition to squatter sovereignty and the repeal of the Missouri Compromise had obliterated old party lines, but the new combination of Whigs, Democrats and Free Soilers, while acting in harmony, had no distinct organization or party name. In breaking away from old party affiliations, both Democrats and Whigs objected to the name of Free Soilers because of its taint of Abolitionism. Anti-Nebraska had by common acceptance been the cognomen of the new party. The name "Republican" had been suggested, but had received no official endorsement.

The editors of Illinois "opposed to the anti-Nebraska bill" had called a meeting to be held in Decatur February 22, for the purpose of making arrangements for the organization of the anti-Nebraska forces in this State for the coming contest, and all editors favoring the movement were requested to forward a copy of their paper containing their approval to the "office of the Illinois State Chronicle, at Decatur." William J. Usrey was the editor of the Chronicle, and was made secretary of the convention. The call received the formal endorsement of twenty-five papers a number of which had formerly been Democratic.

The convention met in the parlor of the Cassell House (now St. Nicholas) and adopted a series of resolutions organizing a new party, "to be named the Republican party." They appointed a state central committee, with authority to call a state convention. A banquet was given in the evening, at which "the infant was christened," and Mr. Lincoln, who was the only invited guest, "made the speech of the evening."

Decatur, therefore, proudly claims the honor of being the birthplace of the great Republican party. The Pittsburgh convention effected a national organization on the same day, but the name was a Decatur product and Abraham Lincoln its sponsor.

Two years later the Republican party of Illinois chose Mr. Lincoln as their champion against Mr. Douglas in the great contest for the Illinois senatorship. It was a forlorn hope which was thus entrusted to his charge, but though his frank and almost radical utterances, in the series of historical debates with Mr. Douglas, insured his own defeat for the Senate, he managed to compel his opponent to so discredit himself with the slavery propaganda of the south as to insure his defeat when a candidate for President.

Mr. Lincoln accepted his defeat as final, but after this most heartbreaking of his disappointments he was able to say:

"I am glad I made the race, and, though I now sink out of view, I believe I have made some marks which will tell for the cause of civil liberty long after I am gone." It was this spirit which in the end made his record "a story of failures that succeeded."

Note.—Mrs. Johns the author of the two articles presented in this number of the Journal is also the author of a most interesting volume entitled "Personal Recollections, 1849-1865." She has been a resident of Decatur since 1849.

THE NOMINATION OF ABRAHAM LINCOLN TO THE PRESIDENCY, AN UNSOLVED PSYCHO- LOGICAL PROBLEM.

By JANE MARTIN JOHNS, Decatur, Illinois.

Renewed interest in the history of Illinois and its great men, stimulated by the centennial, has given many events a hitherto unrecognized place in history. A psychological problem of intense interest to the historian, which has never received the attention its importance demands, is the startling and unprecedented nomination of Abraham Lincoln for President of the United States by the State Republican Convention of May 6, 1860.

An obscure politician of practically no experience in public affairs, Lincoln had been brought into national prominence by his debates with Stephen A. Douglas and was a prominent candidate for the Vice Presidency, with William A. Seward heading the ticket.

These debates had made it impossible for Mr. Lincoln to "sink out of view." The Republicans of Illinois were proud of his record and were determined "to do him honor." Early in 1860 he was mentioned for the Presidency but was hardly considered a candidate. But for Vice President on a ticket headed by William H. Seward, he was prominent before the people. It was almost universally believed that the State Convention of Illinois would present his name for that office to the National Convention in Chicago.

The State Convention was booked for Decatur May 6, 1860, and the question of what to do with it was a puzzling one. There was neither hall nor hotel room to accommodate the accredited delegates, much less the large crowd of prominent men who were expected guests. Committees were appointed to solve the problem.

To the people of Decatur at that day nothing was impossible, and very soon arrangements were completed to ade-

quately accommodate the crowd. The entertainment of all delegates was provided for by the hospitality of private citizens, leaving the hotels for the press and other visitors, a building to accommodate the convention had to be provided, It is described by the Decatur Herald, as follows:

"D. C. Shockley was a contractor and builder and the Republicans of Decatur entrusted to him the erection of a structure for the convention. At that time there was a vacant lot on each side of State Street. These lots, with State street, were selected as the best site for the purpose. There were few lumber yards in Decatur then and lumber was hard to rent for such purposes. It cost too much to buy it. Enough lumber was secured, however, to build about sixteen or eighteen feet of the west end against the Washburn building. The roof was flat, sloping south with the surface of the ground. Richard J. Oglesby in some way secured a large tent fly belonging to some circus company. This was attached to the wooden part and stretched flat across to near the east building, supported by posts and stringers, and was roped down at the ends and sides.

"This structure was called "The Wigwam". It was something over 100 feet east and west, fronting on Park Street, and about seventy feet wide. The stand was on the south side and the roof was so low that the heads of men as tall as Lincoln, when on the platform, almost touched the canvas roof. The seats were constructed of plank, staked on edge with boards laid over them."

It was in this wigwam that Richard J. Oglesby conceived and executed the *coup d'etat* which was the crowning glory of his life, and which in its inspired fruition gave to the world the nomination of Abraham Lincoln for President of the United States and made of honest labor a stepping stone to high position.

The world owes a tribute to the memory of Oglesby, not as General or Senator or three times Governor, but as the forerunner of Lincoln, the John the Baptist of a new dispensation.

This convention had been called to nominate a candidate for Governor and to select a presidential ticket which should receive the support of the Illinois delegation to the National Republican Convention, which was to convene in Chicago in June.

It was a notable assemblage of great men. Lincoln was there. So was Palmer, Oglesby, Medill, Judd, Lovejoy, Wentworth, ready for the fray.

A strong delegation from New York were supporting Seward, and a similar one from Ohio were boosting Chase, all of whom were willing to place the name of Abraham Lincoln second on the ticket. A large majority of the delegates to the convention had been instructed by their constituents to vote for Seward and Lincoln.

To Oglesby of Decatur must be conceded the honor of *creating* the candidacy of Abraham Lincoln for President of the United States. He knew and honored and loved Mr. Lincoln, and believed from the bottom of his great heart that none of the other candidates were so eminently fitted for that high position as Abraham Lincoln. He had conceived the idea of presenting Lincoln as the representative candidate of free labor, the exponent of the possibilities for a poor man in a free State. Recalling the successful Log Cabin and Hard Cider campaign of 1840, he determined to find some one thing in Mr. Lincoln's unsuccessful career as a worker that could be made the emblem of that idea and a catchword which would make enthusiastic the working people. One day he met John Hanks, whom he knew had worked with Lincoln on a farm years and years before, and asked him "what kind of work 'Abe' used to be good at."

"Well, not much of any kind but dreaming," was Hanks' reply, "but he did help me split a lot of rails when we made the clearing twelve miles west of here."

The rest of the story I will give as it was related to J. McCan Davis, clerk of the Supreme Court of Illinois, by Mr. Oglesby himself:

"John," said I, "did you split rails down there with Old Abe?"

"Yes; every day," he replied.

"Do you suppose you could find any of them now?"

"Yes," he said. "The last time I was down there, ten years ago, there were plenty of them left."

"What are you going to do tomorrow?"

"Nothing."

"Then," said I, "come around and get in my buggy and we will drive down there."

So the next day we drove out to the old clearing. We turned in by the timber and John said:

"Dick, if I don't find any black-walnut rails, nor any honey-locust rails, I won't claim it's the fence Abe and I built."

Presently John said: "There's the fence!"

"But look at those great trees," said I.

"Certainly," he answered. "They have all grown up since."

John got out, I stayed in the buggy. John kneeled down and commenced chipping the rails of the old fence with a penknife. Soon he came back with black-walnut shavings and honey-locust shavings.

"There they are," said he, triumphantly holding out the shavings. "They are the identical rails we made."

Then I got out and made an examination of the fence. There were many black-walnut and honey-locust rails.

"John," said I, "where did you cut these rails?"

"I can take you to the stumps," he answered.

"We will go down there," said I.

We drove about a hundred yards.

"Now," said he, "look! There's a black-walnut stump; there's another—another—another. Here's where we cut the trees down and split the rails. Then we got a horse and wagon, hauled them in, and built the fence and the cabin."

We took two of the rails and tied them under the hind axle-tree of my new buggy, and started for town. People would occasionally pass and think something had broken. We let them think so, for we didn't wish to tell anybody just what we were doing. We kept right on until we got to my barn. There we hid the rails until the day of the convention.

Before the convention met, I talked with several Republicans about my plan, and we fixed it up that old John Hanks should take the rails into the convention. We made a banner, attached to a board cross the top of the rails, with the inscription:

"Abraham Lincoln, The Railsplitter Candidate, for President in 1860. Two rails from a lot of 3,000 made in 1830 by John Hanks and Abe Lincoln."

After the convention got under way, I arose and announced that an old Democrat desired to make a contribution to the convention. The proceedings stopped, and all was expectancy and excitement. Then I walked old John with the banner on the rails.

The enthusiasm with which this rail-framed banner was received by the convention is unrivaled in history, unless we except the reception of Mr. Lincoln's nomination at Chicago a few weeks later. The roof was literally cheered off the building, hats and canes and books and papers were tossed aloft, as men jumped and screamed and howled, until part of the awning over the platform fell on their heads. When the enthusiasm finally subsided the Wigwam was almost a wreck.

Oglesby's inspired faith in Lincoln was not shared, even by the few friends to whom he had committed the secret of the rail borne banner. They said: "Go ahead. You can't do any harm, even if you do no good. But don't pin your faith in Lincoln to that banner."

Six delegates from Stephenson County, who were our guests, were at breakfast, firmly for Seward and Lincoln, but at dinner they were for "Lincoln—Lincoln and anybody," but Lincoln first.

The whole transaction was a surprise to Mr. Lincoln. Mr. Lowber Burrows, who was present, thus described the scene:

"Yes, I was present when Johnny Hanks carried that banner into the convention, and the whole crowd went wild. The members were simply frantic with surprise and delight. Lincoln was wildly called for. You know, he could not be found when they wanted him. A committee hunted around and finally found him in the back room of his friend, Jim Peake's jewelry store. Lincoln had wandered into the store, seeking for a few minutes rest and quiet, and seeing the couch, threw himself on it and soon fell asleep.

"He was roused and rushed to the platform of the convention through a back entrance. He knew nothing of the plot and, when confronted with the banner, stood for a few minutes simply dazed with astonishment. When told that these were rails that he had split, he said: 'Gentlemen, John and I did split some rails down there, and if these are not the identical rails, we certainly made some quite as good.'"

From that time on the rails were ever present in the campaign. The Seward boom was dead. Dick Oglesby and old John Hanks and two fence rails had killed it.

John M. Palmer was soon on his feet with a resolution declaring that "Abraham Lincoln is the first choice of the Republican party of Illinois for the presidency," and instructing "the delegates to the Chicago Convention to use all honorable means to secure the nomination and to cast the vote of the State as a unit for him."

Thomas J. Turner of Freeport, who had served in Congress with Lincoln in 1847-8, was there as a champion of Seward, and he bitterly attacked the resolution. Palmer replied in a speech of tremendous force and the resolution was adopted amid great applause.

From time immemorial, all over the world, class distinction had placed the working man at the bottom of the ladder, until Oglesby with inspired genius, linked Lincoln and labor together in a position of highest honor. Here was a new Magna Charta. The stigma of servitude had been removed from toil and the work of a man's hands made a title of honorable distinction. The dignity of labor was vindicated.

The new doctrine at once became the battle cry of the Republican party, with Abraham Lincoln's life history as its exponent.

Mr. Oglesby's idea was adopted by the North with enthusiasm, but the slaveholding aristocracy of the South scornfully repudiated the Railsplitter. "The man who would do the work that a 'nigger' could do as well" was not fit for a white man's society, much less for his vote. Mr. Lincoln's antecedents and personality were made to supersede political questions and the issue was seemingly, "Poor white trash or a gentleman." Through ridicule and caricature the very name of Lincoln was made an offense to decency. To mention him was like casting a firebrand into a powder magazine. In the North, depicting him as a laborer soon degenerated into caricaturing him as a boor until it became the accepted idea that he was an uncouth, untidy, clownish nondescript, and visitors to Springfield during the presidential campaign were astonished at finding him a gentleman. So lasting was the effect of these representations that people of today "who remember seeing Lincoln" forget the man as he was and remember him only as he was caricatured. That this false characterization of Mr. Lincoln has been given permanency by the Barnhard statue is greatly to be deplored.

When I first knew Mr. Lincoln he was a man of common mold, genial, kindly, ambitious, a violent partisan, a shrewd lawyer, a diplomatic politician. Judge David Davis, Leonard Swett, Judge Bross and other prominent Whigs outranked him in the public eye, but as a pro-slavery man, not tainted with abolitionism, he was accepted as a compromise candidate for the United States Senate. But his divine mission dates from that memorable hour on February 8, 1855, when he first sacrificed personal ambition and party fealty at the call of Right and Justice. From that hour until the hand of

an assassin "gave him to the ages," Abraham Lincoln continuously grew in charity, knowledge, wisdom, strength and power, until the world had idolized him and placed him on the pinnacle of Fame, as the Apotheosis of Liberty and Democracy.

THE TREATY OF GREENVILLE.

August 3, 1795.

The Story of a Great Treaty whereby the Site of Chicago was Secured from the Indians by the U. S. Government, and the Great Indian Menace of the Northwest Shattered.

By CHARLES A. KENT, A. M., Principal of the Eugene Field Elementary School, Chicago, Ill.

It is not often that a small village like Greenville, nestled among the low hills at the western edge of Ohio, has fame thrust upon it, unless there a great person was born, a battle was fought, or a negotiation for peace once honored the place. Vienna is spoken oftener these days, where the infamous compact of 1815 was drawn up, possibly than as the seat of government and authority of one of the "central powers." Apomattox would long ago have been relegated to oblivion, save that Grant and Lee met there for parley and peace in those sad but glorious hours that ended the strife of the Civil War.

And so Greenville, bearing the name of a gallant and brave Revolutionary leader, might even already be forgotten, but that there was a treaty signed between the Indian confederacy and Anthony Wayne, representing the United States Government, and a stop put to the general menace of Indian conspiracy nearly a century and a quarter ago.

One ought to go back to 1763, in retelling the story, to that time when, after four bloody wars to "bring a decision," as military men now like to say it, between England and France for the ultimate control of the North American continent. A treaty signed that year in Paris provided that France give over to Spain all lands west of the Mississippi River and the town of New Orleans, which controlled the navigation of that river. She in the same year made over all her claims to land east of the Mississippi to England, retain-



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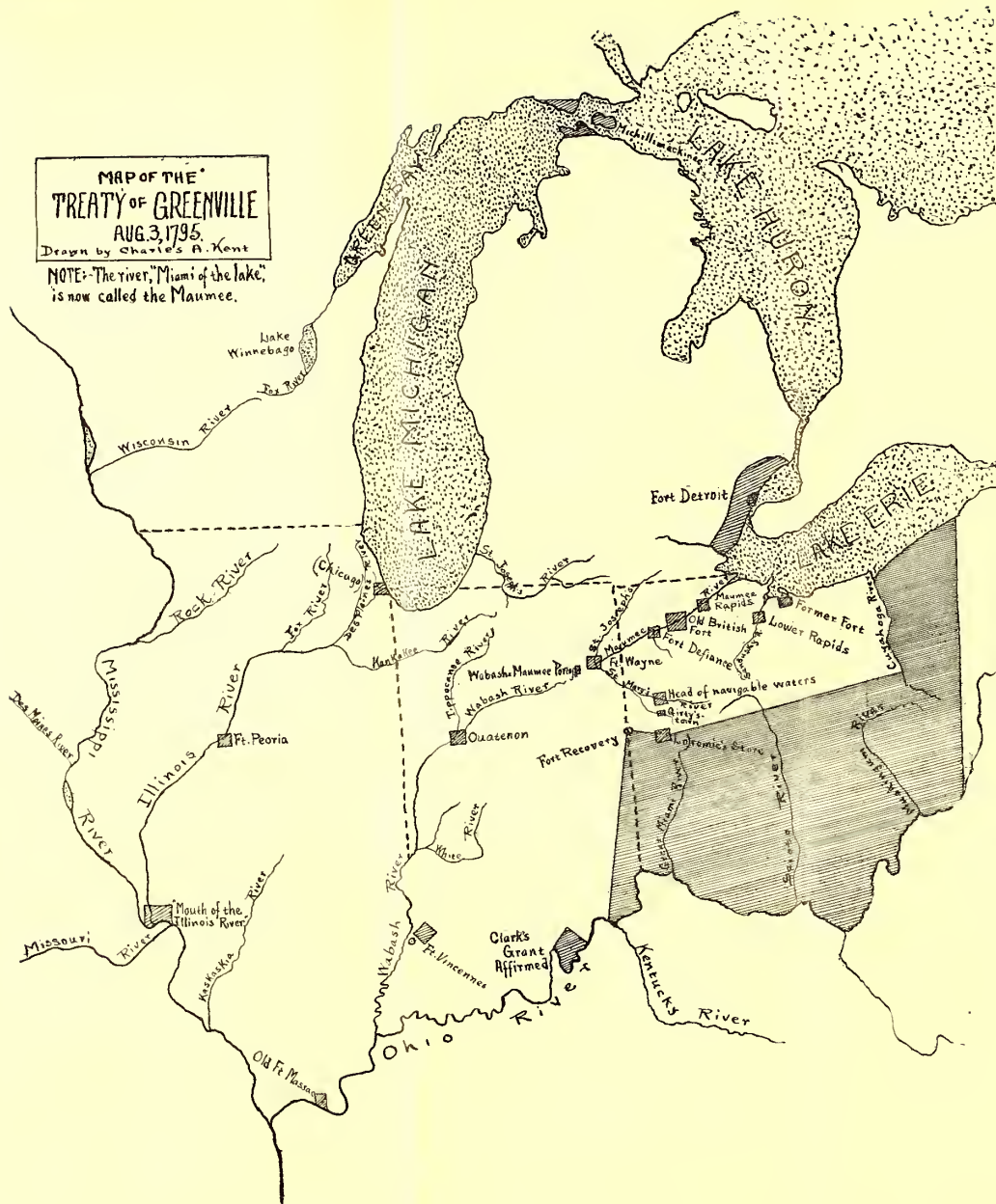
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MAP OF THE
TREATY OF GREENVILLE
AUG. 3, 1795.

Drawn by Charles A. Kent

NOTE: The river, "Miami of the lake,"
is now called the Maumee.





ANTHONY WAYNE.

ing two small fishing islands in the Gulf of St. Lawrence. The transfer was not immediate, however, for when England attempted to take possession of her new dominions west of the Alleghanies and north of the Ohio, trouble with the Indians in that section arose at once. The French, embittered by the loss of this territory, stirred up the savages against the English, and the conspiracy of Pontiac was the core of the revolt—till his death in 1765 put an end to the remonstrance. England had driven out of North America successively the Dutch (1664) and now the French (1763). Spain alone remained to contest possession, and she gave Florida to England in exchange for Havana, which the English had captured during the war.

The English government had no sooner quieted her title to North America, so far as her European rivals were concerned, than her very own colonists along the Atlantic seaboard bestirred themselves to oppose her unjust discriminations against them wherein they had been given no expression or voice in the management of affairs of the realm. The year that saw the English jack first run up over Fort Chartres (1765) was the identical year that bears the date of the repeal of the Stamp Act—a move intended to conciliate the men of Massachusetts and the east who made continued protest to the home government across the Atlantic against unfair representation of the colonies in Parliament. “Committees of Correspondence” and other effective secret agencies of communication between the colonies were built up to further the spread of liberal ideas and of resistance to the follies of the prime ministry of England. The relations between the king and the colonist subjects grew no better.

Emigration to the west of the Alleghanies moved forward slowly, because of the dangers of Indian treachery and the slow-perfecting plans for safety developed there under English rule. Sir Guy Carleton had been appointed Governor of Canada in 1768. Henry Hamilton was Lieutenant Governor, and Carleton assigned him as superintendent of Detroit and the dependencies included in the entire Northwest. It thus became Hamilton’s duty to put down all insurrections, to quiet the Indians, and to uphold the power of England throughout the whole region from the Mississippi River east-

ward to the mountains, south to the Ohio River. Thus it came about in 1778, when George Rogers Clark penetrated the region by way of the Ohio River and arrived undiscovered at Kaskaskia, capturing that place, with Fort Chartres, etc., that he met and routed Hamilton at Vincennes, the English troops having reached that fort on the Wabash by way of the Wabash River and the Maumee, after setting out from Detroit. Clark's brilliant conquest had a powerful effect, not only in heartening the French settlers, in gaining and retaining their confidence and support, but on one later day, when Jay and Franklin sat down in council with the English treaty delegates in 1783, and the royal commissioners stood out strong for a boundary line that would leave the region north and west of the Ohio River in the hands of England. Franklin pointed out to them the practical conquest of that area by Clark in 1778-9, and won over the English delegates to agree to the boundary of the United States being established west to the Mississippi.

Mention should be made here, in passing, to the Quebec Act of 1774, at which moment, it will be recalled, England possessed all of Canada and all land south, as far west as the Mississippi River, excepting a strip along the Mexican gulf coast which still belonged to Spain. In order, apparently, to strengthen the authority of the king in America, Parliament passed the act creating a distinct empire west of the mountains, ostensibly presumed to placate the French subjects permitted to remain in Canada but really intended to circumscribe England's colonies along the Atlantic shore, thus to restrain them from all aspirations to independence. For no settler might, under the terms of the act, pass over the Alleghanies from the seaboard in search or settlement of a home. To such an end all the region northwest of the River Ohio, west to the Mississippi, together with Canada, were consolidated, and all command over this boundless empire invested in one far-removed authority—the king.

The whole vast domain south of the Great Lakes was ceded rather grudgingly, we may imagine, by the Treaty of 1783. England did not wholly yield up her dominion there until 1796, when John Jay signed a treaty, according to the terms of which the English forces at last withdrew from Oswego, Niagara, Michillimackinac, Detroit and other forts

in the Northwest. In spirit England continued to nullify her cessions of 1783 and 1796, for, when renewed friction sprang up in 1812 over the "right of search," and war was again declared, the struggle broke out in the west at Detroit and at Fort Dearborn the first summer of the war. England's reluctance to carry out her treaty obligations in the west was the potential cause of the War of 1812, from the standpoint of western history.

The policy of England toward the colonists west of the Alleghanies was little less than that of outright persecution, carried on by deceiving the French as to the real character of the pioneers who were coming over the mountains seeking permanent homes, and by systematic bribe and delusion stirring up the Indians against whites of English descent who were among them. So far-reaching had this spirit of deception and propaganda been carried out, that it determined George Rogers Clark to launch his conquest of 1778-9. He won a signal victory over the personal forces of Hamilton at Vincennes, and a complete surprise at Kaskaskia, as well as a great moral victory in breaking the spell of fear and distrust among the French settlers and settlements, where it was now learned that the people from Virginia, from Pennsylvania and other eastern colonies were not hated murderers, but friends in the warmest and truest sense.

It was not so easy to convert the Indians to this view. Many of them had, in their ignorance and suspicion, long been taught to look upon the men from the Atlantic seaboard as their bitterest foes. And so, tribe after tribe, confederation after confederation, was enrolled against the feeble settlements of pioneers. Thus it came about that the great task confronting General Washington when he assumed office as first president was the settlement of the Indian question and the subjugation of the Indian hordes in the western country. With the treaty of peace of 1783, the terms of the Quebec Act were abrogated, so far as the United States were concerned, and emigration westward started up anew and grew with a tremendous pace. But no permanent safety could be guaranteed citizens who moved thither until and unless the savages were exterminated, driven out or bargained with. General Arthur St. Clair had been appointed military governor

of the region now coming to be known as the Northwest Territory, and he, knowing the acute situation, resolved to strike the Indians first, assuming the aggressive by dispatching General Harmar with fourteen hundred men into the lair of the Indians about the head of the Maumee River in September, 1790. Harmar's raiding plans were at first successful, but when his command were returning, they were set upon by Little Turtle, the great Miami war chief, near where Fort Wayne now is, and all but annihilated.

After a year spent in renewed preparation, Governor St. Clair marshaled an army under his own command. He even journeyed to Philadelphia to consult Washington, who warned him against the treachery of the Indians as he had himself warned Braddock before him. Like Braddock, St. Clair suffered severely, and was himself surprised and his command all but destroyed by Little Turtle's strategy.

Of course this double set-back put an instant stop to all westward migration. The two defeats threw President Washington almost into despair. The cunning hand of England was seen in the calling of a great council of Indian tribes and warriors, to meet August 13, 1793, on the banks of the Maumee in the present state of Ohio. There, in hostile pow-wow it was determined that unless the United States government should agree to the Ohio River as the boundary line between the whites and the Indians, all the tribes would join in a relentless war, and there would be no peace.

The new American nation could not subscribe to such a humiliation. After the first outburst of sorrow and mortification was over, President Washington looked about for the leader he could depend upon to break up the overshadowing Indian menace. Anthony Wayne was called. He was given two years to drill a picked force, capable of fighting the savages on equal terms. In October, 1793, with three thousand six hundred men he first moved six miles beyond Fort Jefferson. Here he halted and built Fort Greenville. A strong detachment went from there to the scene of St. Clair's defeat and built Fort Recovery. Wayne's army wintered within these two forts. The time spent in cutting roads and in bringing up supplies carried the attack forward to the following summer. Meanwhile, Little Turtle grew anxious for



CHIEF LITTLE TURTLE.

a try-out of strength with Wayne's men, and made one of his characteristic onslaughts on the garrison at Fort Recovery, but was beaten back with great loss. When General Wayne got ready to move, Little Turtle expected him to strike off direct to the St. Mary's River, in the direction where Ft. Wayne now is, but instead he marched down the Maumee, and there, in the very heart of the Miami country built Fort Defiance, where Harmar had been overwhelmed four years before. By this move the Miami country was completely cut in twain.

On August twentieth Wayne's command came upon the forces of Little Turtle in an opening torn in the forest by a recent tornado, which had left the ground strewn with uprooted trees and bristling with their outstretched branches in every direction. Samuel Adams Drake, in his book, "The Making of the Ohio Valley States" tells the rest of the story in graphic way:

"Scrambling helter-skelter over the fallen trees, the Americans fell upon the crouching warriors with the cold steel. A swarm of tawny redskins rose up from the ground and fled before them. Then and not till then did the soldiers deliver their fire, right and left with destructive effect. Again they pushed on, giving the enemy no time to reload or rally for another stand. Soon, in every direction, they were being forced back by the impetuous onset of Wayne's veterans. In the rear, the men of the second line were madly racing after the first. They never caught up with it. The battle was won without them. Even the horse had found a way around the enemy's flank in time to do deadly work with their sabers. In every quarter of the field they could be seen riding down savages. Scores were trampled under foot by eager horsemen. After the chase had been kept up for two miles, a recall was sounded. The charge had been so decisive, the pursuit so swift, that half of the army could not get near the enemy."

After the battle "Mad Anthony" slowly and methodically moved his forces up the Maumee to its forks, and there built Fort Wayne, the thing St. Clair had planned to do but so signally failed to do. The scene of Little Turtle's final defeat and overthrow was ever after known as "Fallen Timbers". The defeat of the Indians in this battle cut the hostile tribes of the east from those of the west. The British soon evacuated the forts along the Great Lakes, and the last menace to the western pioneer was about to be put away.

The following winter was spent by Wayne in feeling out the temper of the defeated tribes with a view to a permanent peace. Nearly all the tribes met him at Greenville the succeeding summer (1795). On standing to speak to their chiefs and warriors assembled, Wayne held up, so that all could see it, a carved image of the arms of the United States. He knew that with an Indian everything had its symbol and every symbol a meaning. Pointing, therefore, to the eagle, seen clutching the sheaf of arrows with one talon, and with the other the olive branch, Wayne gave the dusky warriors to understand that war or peace rested now with them. An agreement was finally reached on the third day of August, whereby the Indians ceded some twenty-five thousand square miles of territory, and sixteen separate additional tracts for as many forts,—hence to be known as military reservations. By this treaty the Indians were pushed back from the Ohio River nearly to the divide separating the waters flowing to the Ohio from those running into Lake Erie, or, if the Western Reserve be included, more than two-thirds of the state of Ohio was now thrown open to settlement. Wayne had done his part equally well, whether as soldier or diplomat.

Thus came about the Treaty of Greenville, signed by Wayne for the United States government, Little Turtle (Meshekunnoghquoh) and ninety-three fellow-chieftains and fighters, for their tribes. It put an end to a destructive war, settled all controversies, and restored harmony and friendly intercourse between the Indians and the people of the new nation. Subsequent individual tribal treaties brought about the removal of all the Indians to lands successively further west.

That the Indians really desired permanent peace we have much evidence. At the treaty conference in Greenville, none of the Indians had made a greater sacrifice of long travel and exposure to be there than the Pottawattamies from the vicinity of Lake Michigan. "One piece of land six miles square at the mouth of the Chicago River, emptying into the southwest end of Lake Michigan where a fort formerly stood" was the price asked of them if they desired the friendship of the government of the great nation of the United States, and it was granted. With the waning influence of the British thereabouts, there were indications that the Potta-

wattamies looked even to the national government and its representatives as true friends. New-Corn, one of the chiefs present at Greenville, said to General Wayne "I have come here on the good work of peace; no other motive could have influenced me to undertake so long a journey as I have now performed, in my advanced age and infirm state of health. I come from Lake Michigan. I hope, after our treaty, that you will exchange our old medals and supply us with General Washington's. My young men will no longer listen to the British whom they have thrown off, and henceforth will view the Americans as their only friends. * * * Do not deceive us in the manner that the French, the British and the Spaniards have done". This was the spirit of the Treaty of Greenville,—"to put an end to destructive war, to settle all controversies, and to restore harmony".

The original of the great treaty is in the possession of the Ohio State Archaeological Museum at Columbus. Besides the signatures of Wayne and Little Turtle, were those of ninety-three chiefs and warriors of the Wyandots, Delawares, Shawanese, Ottawas, Chipewas, Putawatimes, Miamis, Eel-Rivers, Weea's, Kickapoos, Piankashawas and Kaskaskias. Witnesses signing the document were:—H. DeButts, aid-de-camp and secretary to General Wayne, Wm. H. Harrison and T. Lewis, aid-de-camps, James O'Hara, quarter-master-general, John Mills, major of infantry and adjutant-general, Caleb Swan, P. M. T. U. S., George Demter, lieutenant-artillery, David Jones, chaplain U. S. S., and ten others, mostly bearing French names. William Wells and seven others put down their names as "Sworn interpreters". Wells had long been a member of Little Turtle's household, and had fought against his own white kindred, aiding in the defeats of Harmar and St. Clair. For turning now to the pale-face in the battle of Fallen Timbers in 1794, the Indians never forgave him. His horrible death in the massacre at Fort Dearborn in 1812 was the revengeful consequence of that bitter hatred toward him throughout the entire Indian world.

Of the chiefs and warriors signing with Little Turtle the Treaty of Greenville, Winnemac and Wenameac was a close friend of the white traders and settlers about the Chicago River afterwards; then there were Maghpiway, or Red

Feather; Wapmeme, or White Pigeon; Suggamuk, or Black Bird, "chief actor of the Chicago Massacre of 1812". Another notable Indian character there was Mashipinashiwish, or Bad Bird. He it may have been who fought at Fallen Timbers the year before as Match-e-ke-wis, the great leader of the Chippewas. He is credited with surprising and capturing Fort Mackinac in 1763 in Pontiac's War. Longfellow makes mention of Mud-je-ke-wis in "Hiawatha".

A second Treaty of Greenville was subsequently signed in 1814, in the midst of the second war with Great Britain. Major General Wm. H. Harrison and Governor Lewis Cass of Michigan Territory represented the United States Government. The Wyandots, Senecas, Delawares, Shawanese and Miamis were the Indian tribes represented at the council table. The chief purpose of the treaty was to secure the closer cooperation of the warriors of the tribes in the struggle against England.

TREATY WITH THE WYANDOT, ETC., 1795.

[Copied from "Senate Documents," Vol. 39, pages 39-45.]

A treaty of peace between the United States of America and the tribes of Indians, called the Wyandots, Delawares, Shawanese, Ottawas, Chipewas, Putawatimes, Miamis, Eel-Rivers, Weea's, Kickapoos, Piankashaws, and Kaskaskias.

To put an end to a destructive war, to settle all controversies, and to restore harmony and a friendly intercourse between the said United States, and Indian tribes; Anthony Wayne, major-general, commanding the army of the United States, and sole commissioner for the good purposes above-mentioned, and the said tribes of Indians, by their Sachems, chiefs and warriors, met together at Greenville, the headquarters of the said army, have agreed on the following articles, which, when ratified by the President, with the advice and consent of the Senate of the United States, shall be binding on them and the said Indian tribes.

ARTICLE I.

Henceforth all hostilities shall cease; peace is hereby established, and shall be perpetual; and a friendly intercourse shall take place, between the said United States and Indian tribes.

ARTICLE II.

All prisoners on both sides shall be restored. The Indians, prisoners to the United States, shall be immediately set at liberty. The people of the United States, still remaining prisoners among the Indians shall be delivered up in ninety days from the date hereof, to the general or commanding officer at Greenville, Fort Wayne or Fort Defiance; and ten

chiefs of the said tribes shall remain at Greenville as hostages until the delivery of the prisoners shall be effected.

ARTICLE III.

The general boundary line between the lands of the United States, and the lands of the said Indian tribes, shall begin at the mouth of the Cuyahoga river, and run thence up the same to the portage between that and the Tuscarawas branch of the Muskingum; thence down that branch to the crossing place above Fort Lawrence; thence westerly to a fork of that branch of the great Miami river running into the Ohio, at or near which fork stood Loromie's store, and where commences the portage between the Miami of the Ohio, and St. Mary's river, which is a branch of the Miami, which runs into Lake Erie; thence a westerly course to Fort Recovery, which stands on a branch of the Wabash; thence south-westerly in a direct line to the Ohio, so as to intersect that river opposite the mouth of Kentucky or Cuttawa river. And in consideration of the peace now established; of the goods formerly received from the United States; of those now to be delivered, and of the yearly delivery of goods now stipulated to be made hereafter, and to indemnify the United States for the injuries and expenses they have sustained during the war; the said Indians tribes do hereby cede and relinquish forever, all their claims to the lands lying eastwardly and southwardly of the general boundary line now described; and these lands, or any part of them, shall never hereafter be made a cause or pretence, on the part of the said tribes or any of them, of war or injury to the United States, or any of the people thereof.

And for the same considerations, and as an evidence of the returning friendship of the said Indian tribes, of their confidence in the United States, and desire to provide for their accommodation, and for that convenient intercourse which will be beneficial to both parties, the said Indian tribes do also cede to the United States the following pieces of land: to-wit. (1) One piece of land six miles square at or near Loromie's store before mentioned. (2) One piece two miles square at the head of the navigable water or landing on the St. Mary's river, near Girty's town. (3) One piece six miles

square at the head of the navigable water of the Au-glaize river. (4) One piece six miles square at the confluence of the Au-glaize and Miami rivers, where Fort Defiance now stands. (5) One piece six miles square at or near the confluence of the rivers St. Mary's and St. Joseph's, where Fort Wayne now stands, or near it. (6) One piece two miles square on the Wabash river at the end of the portage from the Miami of the lake, and about eight miles westward from Fort Wayne. (7) One piece six miles square at the Ouatanon or old Weea towns on the Wabash river. (8) One piece twelve miles square at the British fort on the Miami of the lake at the foot of the rapids. (9) One piece six miles square at the mouth of the said river where it empties into the Lake. (10) One piece six miles square upon Sandusky lake, where a fort formerly stood. (11) One piece two miles square at the lower rapids of Sandusky river. (12) The post of Detroit and all the land to the north, the west and the south of it, of which the Indian title has been extinguished by gifts or grants to the French or English governments; and so much more land to be annexed to the district of Detroit as shall be comprehended between the river Rosine on the south, lake St. Clair on the north, and a line, the general course whereof shall be six miles distant from the west end of Lake Erie and Detroit river. (13) The post of Michillimackinac, and all the land on the island on which that post stands, and the main land adjacent, of which the Indian title has been extinguished by gifts or grants to the French or English governments; and a piece of land on the main to the north of the island, to measure six miles on lake Huron, or the strait between lakes Huron and Michigan, and to extend three miles back from the water of the lake or strait, and also the islands De Bois Blanc, being an extra and voluntary gift of the Chipewa nation. (14) One piece of land six miles square at the mouth of the Chicago river, emptying into the southwest end of Lake Michigan, where a fort formerly stood. (15) One piece twelve miles square at or near the mouth of the Illinois river, emptying into the Mississippi. (16) One piece six miles square at the old Piorias fort and village, near the south end of the Illinois lake on said Illinois river: And whenever the United States shall think proper to survey and mark the boun-

daries of the lands hereby ceded to them, they shall give timely notice thereof to the said tribes of Indians, that they may appoint some of their wise chiefs to attend and see that the lines are run according to the terms of this treaty.

And the said Indian tribes will allow to the people of the United States a free passage by land and by water, as one and the other shall be found convenient, through their country, along the chain of posts herein before mentioned; that is to say, from the commencement of the portage aforesaid at or near Loromie's store, thence along said portage to the St. Mary's, and down the same to Fort Wayne, and then down the Miami to lake Erie; again from the commencement of the portage at or near Loromie's store along the portage from thence to the river Au-Glaize, and down the same to its junction with the Miami at Fort Defiance; again from the commencement of the portage aforesaid, to Sandusky river, and down the same to Sandusky bay and lake Erie, and from Sandusky to the post which shall be taken at or near the foot of the rapids of the Miami of the lake, and from thence to Detroit. Again from the mouth of Chikago, to the commencement of the portage, between that river and the Illinois, and down the Illinois river to the Mississippi, also from Fort Wayne along the portage aforesaid which leads to the Wabash, and then down the Wabash to the Ohio. And the said Indian tribes will also allow to the people of the United States the free use of the harbors and mouths of rivers along the lakes adjoining the Indian lands, for sheltering vessels and boats, and liberty to land their cargoes where necessary for their safety.

ARTICLE IV.

In consideration of the peace now established and of the cessions and relinquishments of lands made in the preceding article by the said tribes of Indians, and to manifest the liberality of the United States, as the great means of rendering this peace strong and perpetual; the United States relinquish their claims to all other Indian lands northward of the river Ohio, eastward of the Mississippi, and westward and southward of the Great Lakes and the waters uniting them, according to the boundary line agreed on by the United States and the king of Great Britain, in the treaty of peace made between

them in the year 1783. But from this relinquishment by the United States, the following tracts of land, are explicitly excepted. First. The tract of one hundred and fifty thousand acres near the rapids of the river Ohio, which has been assigned to General Clark, for the use of himself and his warriors. Second. The post of St. Vincennes on the river Wabash, and the lands adjacent, of which the Indian title has been extinguished. Third. The lands at all other places in possession of the French people and other white settlers among them, of which the Indian title has been extinguished as mentioned in the third article and fourth. The post of Fort Massac towards the mouth of the Ohio. To which several parcels of land so excepted, the said tribes relinquish all the title and claim which they or any of them may have.

And for the same considerations and with the same views as above mentioned, the United States now deliver to the said Indian tribes a quantity of goods to the value of twenty thousand dollars, the receipt whereof they do hereby acknowledge; and henceforth every year forever the United States will deliver at some convenient place northward of the river Ohio, like useful goods, suited to the circumstances of the Indians, of the value of nine thousand five hundred dollars reckoning that value at the first cost of the goods in the city or place in the United States, where they shall be procured. The tribes to which those goods are to be annually delivered, and the proportions in which they are to be delivered, are the following:

First. To the Wyandots, the amount of one thousand dollars. Second. To the Delawares, the amount of one thousand dollars. Third. To the Shawanese, the amount of one thousand dollars. Fourth. To the Miamis, the amount of one thousand dollars. Fifth. To the Ottawas, the amount of one thousand dollars. Sixth. To the Chippewas, the amount of one thousand dollars. Seventh. To the Putawatimes, the amount of one thousand dollars. Eighth. And to the Kickapoo, Weea, Eel-River, Piankashaw and Kaskaskia tribes, the amount of five hundred dollars each.

Provided: That if either of the said tribes shall hereafter at an annual delivery of their share of the goods aforesaid, desire that a part of their annuity should be furnished in

domestic animals, implements of husbandry, and other utensils convenient for them, and in compensation to useful artificers who may reside with or near them, and be employed for their benefit, the same shall at the subsequent annual deliveries be furnished accordingly.

ARTICLE V.

To prevent any misunderstanding about the Indian lands relinquished by the United States in the fourth article, it is now explicitly declared, that the meaning of that relinquishment is this: The Indian tribes who have a right to those lands, are quietly to enjoy them, hunting, planting, and dwelling thereon so long as they please, without any molestation from the United States; but when those tribes, or any of them, shall be disposed to sell their lands, or any part of them, they are to be sold only to the United States; and until such sale, the United States will protect all the said Indian tribes in the quiet enjoyment of their lands against all citizens of the United States, and against all other white persons who intrude upon the same. And the said Indian tribes again acknowledge themselves to be under the protection of the said United States and no other power whatever.

ARTICLE VI.

If any citizen of the United States, or any other white person or persons, shall presume to settle upon the lands now relinquished by the United States, such citizen or other person shall be out of the protection of the United States; and the Indian tribe, on whose land the settlement shall be made, may drive off the settler, or punish him in such manner as they shall think fit; and because such settlements made without the consent of the United States, will be injurious to them as well as to the Indians, the United States shall be at liberty to break them up, and remove and punish the settlers as they shall think proper, and so effect that protection of the Indian lands herein before stipulated.

ARTICLE VII.

The said tribes of Indians, parties to this treaty, shall be at liberty to hunt within the territory and lands which they now have ceded to the United States, without hindrance

or molestation, so long as they demean themselves peaceably, and offer no injury to the people of the United States.

ARTICLE VIII.

Trade shall be open to the said Indian tribes; and they do hereby respectively engage to afford protection to such persons, with their property, as shall be duly licensed to reside among them for the purpose of trade, and to their agents and servants; but no person shall be permitted to reside at any of their towns or hunting camps as a trader, who is not furnished with a license for that purpose, under the hand and seal of the superintendent of the department northwest of the Ohio, or such other person as the President of the United States shall authorize to grant such licenses; to the end, that the said Indians may not be imposed on in their trade. And if any licensed trader shall abuse his privilege by unfair dealing, upon complaint and proof thereof, his license shall be taken from him, and he shall be further punished according to the laws of the United States. And if any person shall intrude himself as a trader, without such license, the said Indians shall take and bring him before the superintendent or his deputy, to be dealt with according to law. And to prevent imposition by forged licenses, the said Indians shall at least once a year give information to the superintendent or his deputies, of the names of traders residing among them.

ARTICLE IX.

Lest the firm peace and friendship now established should be interrupted by the misconduct of individuals, the United States, and the said Indian tribes agree, that for injuries done by individuals on either side, no private revenge or retaliation shall take place; but instead thereof, complaint shall be made by the party injured, to the other: By the said Indian tribes, or any of them, to the President of the United States, or the superintendent, by him appointed; and by the superintendent or other person appointed by the President, to the principal chiefs of the said Indian tribes, or of the tribe to which the offender belongs; and such prudent measures shall then be pursued as shall be necessary to preserve the said peace and friendship unbroken, until the Legislature (or Great Council) of the United States, shall make

other equitable provision in the case, to the satisfaction of both parties. Should any Indian tribes meditate a war against the United States, or either of them, and the same shall come to the knowledge of the before-mentioned tribe, or either of them, they do hereby engage to give immediate notice to the general or officer commanding the troops of the United States at the nearest post. And should any tribe, with hostile intentions against the United States, or either of them, attempt to pass through their country, they will endeavor to prevent the same, and in like manner give information of such attempt, to the general or officer commanding, as soon as possible, that all causes of mistrust and suspicion may be avoided, between them and the United States. In like manner the United States shall give notice to the said Indian tribes of any harm that may be meditated against them, or either of them, that shall come to their knowledge; and do all in their power to hinder and prevent the same, that the friendship between them may be uninterrupted.

ARTICLE X.

All other treaties heretofore made between the United States and the said Indian tribes or any of them, since the treaty of 1783, between the United States and Great Britain, that come within the purview of this treaty, shall henceforth cease and be void.

In testimony whereof, the said Anthony Wayne, and the sachems and war chiefs of the before-mentioned nations and tribes of Indians, have hereunto set their hands and affixed their seals.

Done at Greenville, in the territory of the United States northwest of the river Ohio, on the third day of August, one thousand seven hundred and ninety-five.

[Here follow the signatures.]



CHARLES EPPERSON COX.

PIONEER DAYS OF MAJOR RICHARD RUE COX.

By CHARLES E. COX.

Joseph and Mary Cox settled in Illinois in 1837. John Cox and Richard Rue, my father's grandfathers, were soldiers in the Revolutionary War, fighting in a Virginia regiment. They were among the early settlers in Kentucky but soon emigrated to Wayne County, Indiana. Richard Rue was under George Rogers Clark in his conquest of the Northwest territory. LaRue County was part of Hardin and was named for him. In this county Lincoln was born and Hodgenville where the cabin in which he was born is located has been made historical. Richard LaRue subsequently dropped the La from his name. Richard Rue and George Holman having been captured by the Indians on one occasion and carried through Wayne County, Indiana, were so impressed with the lands there that they declared if they were ever set free alive they would return to that country to settle. In Kentucky my father's father, Joseph Cox, married Mary, the daughter of Richard Rue, and there my father, Richard Rue Cox, was born—the first white child born in Wayne County. About 1828 the family went to Montgomery County. There my father married Sarah L. Epperson on December 13, 1832.

My grandfather, the father of Sarah L. Epperson, was the son of David Epperson who fought in the Revolution in Virginia with his seven sons—Charles being the youngest in the family. A story is told of him that after his father and brothers had been in the service for some time, all the regular supply of wool had been used for the father and brothers' clothing. The boy's mother, Sarah Epperson, with the pioneer woman's resourcefulness and pluck, sheared one of the sheep in the dead of winter, carded and spun yarn and knit the socks for her youngest soldier boy. An old blanket

she sewed about the shorn sheep who had given its bit to our country during its first war in the cause of Freedom.

After the marriage of my father and mother they worked three years clearing a timber farm. Here I was born in a log cabin among the primeval forest trees, on Sept. 28, 1833, the night of the phenomenon of the falling stars. Stories of the richness of the soil of the prairies and the ease of cultivating them, led my parents again to undertake the pioneer's fortunes in a new home. After selling the cleared farm and spending a year at Lafayette, we set sail in a prairie schooner with five yoke of oxen, a cow and heifer and a few sheep. A few pieces of furniture were taken with us. This journey, camping at night and traveling slowly along in the day, made a deep impression on my mind. Although only four years old at that time, I clearly remember the trip, the oxen's names which made themselves into a rhyme in my mind—

Buck and Berry, Duke and Don
Dick and Derry, Tom and Jerry
Bill and John.

We arrived at Mercer County, Illinois, the first of June 1837. Father staked out his claim. The big wagon box with its arched white cover father set under a big bur oak tree and there we lived while father broke up ten acres of the virgin earth to plant sod corn.

As soon as our bread for the next year was assured by the planting of the corn, father cut logs and built a log cabin. There was not a nail used in it. The roof was clapboards rived out. The chimney was made of sticks and clay. The floor was hewed puncheons. The door was hung on wooden hinges and was fastened with a wooden latch of which the string was always out. Father then fenced forty acres with rails and continued improving the farm. The nearest neighbor was miles away. Our nearest towns, where we bought crude farming implements and a few groceries were Rock Island and New Boston, 25 miles away. The railroad did not reach there until 1853 when the Rock Island Railroad was built. My mother made our clothes out of cloth that she spun and wove on a loom. The dye was brown walnut. We lived in the cabin, enlarged as we needed it, until a saw mill was

built. With the new source of lumber we built a farm house made mostly of black walnut.

Settlers came steadily and took up claims about us. Each was allowed 160 acres. My father, being one of the earliest settlers, was able to help the new comers with meat and feed and flour and seed. The traditional hospitality of the west grew naturally out of these times when life was dependent on the kindness and generosity of neighbors. My father's greatest pleasure was to help establish the new comers.

Farming was primitive, tools were scarce and rough and transportation was difficult. At that time there were few industrial centers, even in the East. Wheat sold for 25c per bushel, dressed hogs for \$1.50 per hundred, exchanged for store goods. To get money one hauled wheat 175 miles to Chicago and sold it for 50c a bushel. Manufactured articles were hard for us to get. Most of the home industries were carried on at the farms. My father was woodman, farmer, blacksmith, carpenter, miller, teacher, cattle grower, tanner and shoe-maker. My mother did the carding, spinning, weaving, dying and sewing of cloth for our clothes and blankets, the grinding of corn, curing of meat and vegetables for the winter, and dairying, as well as the pioneer woman's regular household duties, which included cooking for any settlers who might be passing our cabin on their way farther west. The new settlers brought with them various trades and were able to exchange home manufactured articles with each other.

After many generations of this pioneer life, our ancestors became exceedingly resourceful and it is to their habit of creating necessary articles from raw materials with simple tools that is due our great industrial development and the inventive genius that is our peculiar birthright. As the home of today has lost the industries which were of such value in the education of the children of pioneers, I believe that the schools of today must supply more than the classical studies if we are to retain our national ability to handle the new problems which face us—otherwise we shall soon have a nation of clerks not of masters of industry.

My father was County Commissioner in the years before the township organization became possible. After that sys-

tem was established, he was Chairman of the Board of Supervisors. He was Justice of the Peace for thirty-five years and Deacon of the Baptist Church for forty years. He received a commission as Major in the Illinois Militia under Governor Carlin, countersigned by Lyman Trumbull, Secretary of State. At the breaking out of the Civil War he was asked by Governor Yates to raise and command a regiment. His health did not permit him to do so, but he assisted in raising two regiments.

Four of his sons were in the Civil War—two in the 9th Illinois Infantry, one in the 11th Illinois Cavalry and one in the Provost Marshal Department. Augustus B. Cox of the 9th Illinois Infantry was taken prisoner and died in Andersonville prison. My father and mother had five sons and two daughters. Two of my brothers are living—Hiram S. Cox and Dr. J. Neil Cox. My father's brothers settled in Rock Island County. Each year the descendants of Joseph and Mary Rue Cox hold a reunion on Campbell's Island in the Mississippi at Rock Island. There are usually well over a hundred present. I am the eldest member of the family and am, therefore, the President of the organization. My father died November 11, 1877 at Oxford, Illinois, age 73 years. My mother died February 4, 1864 at Oxford, Illinois, age 56 years.

At the last Cox family reunion August 21, 1918, a service flag was presented to the President of the Association, containing seventeen stars.

CHARLES EPPERSON COX—BROUGHT TO ILLINOIS 1837.

In the preceding paragraphs I have outlined the life of my father and his ancestors in this Country and my childhood experience under pioneer conditions in Illinois. I was born in Montgomery County, Indiana, September 28, 1833, the day of the phenomenon of the falling stars. When I was four years old my father and mother moved to Mercer County, Illinois. Here I grew up on the farm until I was twenty-two. My education was acquired at the village school and two years at the Academy in Rock Island. I taught country school for two winters. On March 15, 1855 I married Narcissa Woods at Galesburg, daughter of William J. Woods.

She was a graduate of Knox College Academy and had taught school one year.

After our marriage, I embarked in the mercantile business in Oxford, Illinois, where my eldest son, Eugene Richard Cox, was born. In 1857 I went to Page County, Iowa, where a new college town was being established. Our journey was by steamboat from Burlington to St. Louis, then to St. Joseph on the Missouri River. At College Springs I built and stocked a store and built a house. In 1860 I sold out and made a trip to Colorado. While I was on this journey, Lincoln was nominated. There were no telegraphs, telephones or railroads. Majors and Russel were running a pony express from St. Joseph, Missouri to Sacramento, California, making the regular run in eleven days. The run carrying the news of Lincoln's election was made in eight days. I had calculated the time when the pony messenger would pass my train. As the time approached, I remained near the road watching for him to appear. A cloud of dust announced his coming and I stood close to the edge of the road. As he passed, I shouted "Who is nominated?" He replied, "Lincoln", waving his hat, not slackening his pace. We had been traveling over a long stretch of sandy road where there was no water. A great number of settlers going west had stopped to make camp by the Platte River. A few of us decided to hold a rally for Lincoln whose nomination we had desired very seriously. The Black Hawk Mill was being transported across the plains by Majors & Russel on a train of twenty-five wagons and three hundred oxen. At the camp of the Mill train we held our rally. A horseman with a bugle was the assembly call. Five hundred people came together from their camps and joined in songs and speeches in praise of our western nominee for President. In such a group of travelers there were sure to be many men whose names were later familiar to the middle west.

I returned to Iowa to vote for Lincoln. Our little town was on the Missouri border. There was a good deal of war agitation and Governor Kirkwood ordered a militia regiment to protect the border. War begun. Colonel Motherhead of Missouri was raising a regiment for Paice's army. Our regiment of mounted men was ordered out to attack him. We

followed him about fifty miles. He surrendered with 1,600 men. This was in 1861. That fall we moved back to Illinois and I was appointed auditor in the Provost Marshal's Department. My duty was to pass upon the claims against the government for recruiting, subsistence and transportation. Stationed at Springfield I held this office to the end of the war.

After the war, knowing from my boyhood experience how necessary was improved agricultural machinery, I went into that business, later going to Quincy where I manufactured corn planters for twenty years.

During all my life I have been interested in politics—not in holding office myself, but in helping to place able men to represent my community. For several years I was chairman of the Adams County Republican Committee. In 1880 I laid out the enumerator districts and selected the enumerators under John A. Chestnut, the Supervisor of the census.

Governor Cullom appointed me on the national executive committee for the western waterways. After years of work we aroused public sentiment in regard to the necessity of water transportation. Thos. J. Henderson, Chairman of the River and Harbor committee in Congress was a good friend to our western development. Through him I succeeded in having \$175,000 appropriated for the improvement of the Quincy harbor. I worked to secure the location of the Soldiers' Home at Quincy and succeeded in obtaining the passage of a bill in the legislature allowing Quincy to levy a special assessment for water and light at a time when the city was bankrupt and had been without both light and water for several months. In 1892 we moved to Chicago where my son Eugene had been in business for some years and lived there until the children were all married or had gone elsewhere to reside.

Our family consisted of three sons and three daughters—The eldest, Eugene, lives in New York. He married Lillian, daughter of General S. B. N. Young of Washington. Sarah Marilla married Waldo Peck Adams. They live in Elizabeth, New Jersey. Alice Clover married Philip Walter Henry and lives in New York. Robert Lincoln died as a youth. Charles Sellon served in the Spanish war first in the 8th U. S. Cavalry

and then in the 11th Cavalry afterward joining the regular army in which he served in the Philippines for many years. He has retired from the army and now lives in Manilla where he has, for several years, been engaged in newspaper work. Narcissa married Frank A. Vanderlip and lives in New York.

My wife's inspiration, intelligent, broad-minded and public spirited as she was, influenced not only her own family, but all those who knew her. Her rare wisdom, insight and spirituality impressed themselves on our children so that they constantly refer in their larger environment to the wise teaching of their mother during their childhood and youth. She died in Chicago, March 6, 1900 and is buried in Quincy, facing the beautiful river that she loved.

COX FAMILY IN FIFTEENTH ANNUAL REUNION.

One Hundred Members of Association Gather at Campbell's Island for Dinner and Program.

Members of the Cox Family association to the number of 100 assembled at Campbell's Island in the Mississippi river near Rock Island, August 15, 1917, for the 15th annual reunion. Ideal weather conditions added greatly to the enjoyment of the day, every detail of the prearranged program being carried out with great success. A banquet dinner was served at 1 o'clock, one long table at which all were seated at once, being laid beneath the trees. Suspended above the center of the table was a large American flag, members of the family thus showing their patriotism and love of country. After dinner, in the absence of Charles E. Cox of New York, who is president of the association, and James Frank Cox of Alpha, Pleasant F. Cox of Rock Island was chosen presiding officer and toast master. Impromptu talks were given by various members of the family and aside from giving many reminiscences, were full of patriotism and loyalty to their country. Those who responded with toasts were John S. Cox of Chicago, John Wesley Cox of Des Moines, Dr. J. Neil Cox of Rio, Miss Mary Cox of Plainview, Texas, Clinton Cox of Alpha, J. J. Cox and A. B. Cox of Moline. Grandma Arcularius of Hampton, who is nearing her 95th birthday and who has attended every reunion since the

organization of the association, gave a pleasing talk which was greatly enjoyed. Miss Daisy Cox of Alpha and Mrs. Henrietta Jones of Davenport were other speakers. Lee Cox, son of Mr. and Mrs. Irvin S. Cox of Moline, who has enlisted in the marine service and leaves Friday for Los Angeles, and three sons of Samuel Cox of Burchard, Neb., who have already joined the service, and Allen O'Connor of Moline, who leaves soon to enlist in the marine service, were honored for their show of patriotism. Probably twenty families represented in the association have sons who expect to enter the great war, many of them being sons and grandsons of those who wore the blue in 61-65. Another interesting feature of the day was the celebration of the 10th wedding anniversary of Mr. and Mrs. John Shunning of Milan, Mrs. Shunning before her marriage having been Miss Nellie Cox of Sears, whose birthday anniversary was also on this day. In behalf of the association John S. Cox presented Mr. and Mrs. Shunning with a beautiful casserole. They responded expressing their appreciation of the gift. A letter from Charles E. Cox, president of the association, was read by the secretary, Walter Cox, who also read the minutes of the last annual reunion. Officers and committees were reappointed for next year's reunion.

Guests from out of the city other than from the quad cities and neighboring towns were: Mr. and Mrs. John S. Cox, Mr. and Mrs. Paul Cox, Walter E. Cox, Thomas P. Cox, all of Chicago; John Wesley Cox of Des Moines, Dr. John Neil Cox and Mrs. Cox, Mrs. Gladys Cox-Gentry of Rio; Miss Mary Cox of Plainview, Texas; C. C. Cox and son Duane and daughter Marjorie of Alpha; Miss Daisy Cox, Mrs. Jennie McLaughlin and daughters Cleo and Irma, Mrs. Emerald Cox and daughter Myrtle and son William, all of Alpha; Mrs. Esther Mattison of Des Moines; Mr. and Mrs. Jones and Mr. and Mrs. Eugene Stewart of Davenport.

The company remained at the island until late in the evening, none wishing to leave the happy gathering. Lunch was served at the supper hour and the day proved to be one of the most enjoyable ever arranged by the family.

The Cox family is one of the oldest and largest in the county and the reunion each year is an event to which each member looks forward with much pleasure.



JOHN L. PORTER.

HISTORY OF HARMON TOWNSHIP, LEE COUNTY, ILLINOIS.

By JOHN L. PORTER.

“In May, 1854, Mr. and Mrs. L. M. Rosbrook, David Perkins and their son, I. H. Perkins of Jefferson, N. H. and Robert Tuttle of Carroll, N. H., with their families started for Illinois. Reaching Chicago, Robert Tuttle with his family took the route to Truro, Knox County, where he proposed to settle. The other families followed the railroads to Rockford, its then terminus from which they went down the Rock river road in lumber wagons to Dixon. The Perkins family went at once to the country, rented a farm near the Peru road. L. M. Rosbrook settled his family in Dixon, preferring to work at his trade of blacksmith until he had time to look around at land in the vicinity. He hired out to work for Merritt Cropsey.

Meantime, Mr. Tuttle did not like the section of country in Knox county and he with a friend walked across country to Dixon. The country was sparsely settled, the heat was extreme, the drinking water was taken from sloughs and hardships were many. Arriving in Dixon, typhoid fever developed and about the second week in July, Mr. Tuttle died.

At about the same time cholera had broken out in Dixon and raged with awful fury. It caused a panic and all who could leave went to the country. L. M. Rosbrook took his family and part of his sister's family, Mrs. Louisa Tuttle, who had come from Knox county to care for her husband and went out on the Peru road to a farm occupied by a brother-in-law of L. M. Rosbrook, Mr. George Putnam.

John D. Rosbrook, a distant relative, had bought thirteen eighties of land in the township of Harmon and he induced them to look at his land. The prairies, covered with grass and flowers in full bloom, made possible by the hot weather, made the country look like a veritable Garden of

Eden. The Rosbrook, Perkins and Tuttle families decided to settle there in Harmon township. Louisa Tuttle bought of Liman Rosbrook, through his brother, John D. Rosbrook, four eighties which comprised the north half of section twenty-three now owned by W. D. and Lynn Parker. She sold the west eighty to L. M. Rosbrook and the south half of the east eighty to I. H. Perkins and later the north half of the east eighty to E. A. Balch, retaining the two center eighties.

In the same year, 1854, Louisa Tuttle built the first house in Harmon on her west eighty with lumber hauled from Mendota by John S. Tuttle and George Putnam. I. H. Perkins and Henry Stoors were the builders, and the house stands today looking much as it did when it was the scene of so many of Harmon's early festivities. It now is known as the Tuttle house.

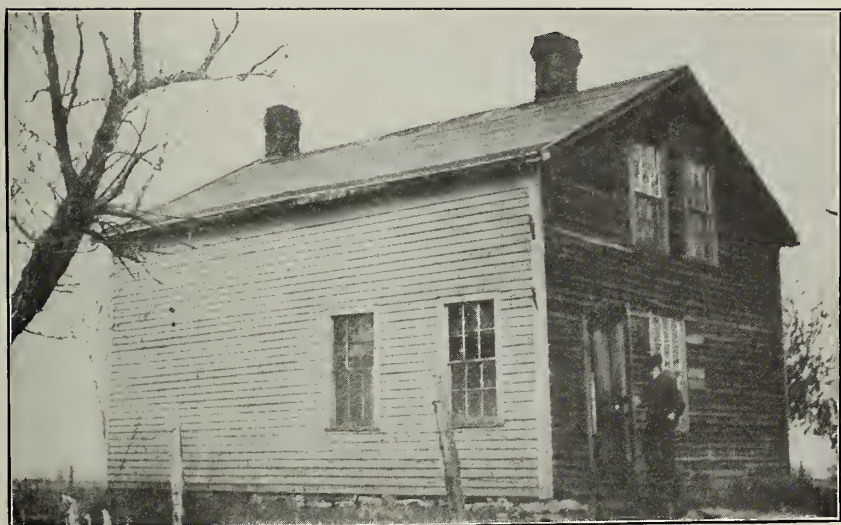
L. M. Rosbrook rented a farm from Dr. Charles Gardner on the Chicago road that autumn and lived there a year; moved back to Dixon in the fall of 1855, worked at his trade that winter and in the spring of 1856 he moved to Harmon township, or what is Harmon township now. Then no name had been definitely settled upon. Its name was adopted at the first town meeting.

Mr. Rosbrook occupied the large square room in Mrs. Tuttle's house while he was building his own house where Lynn Parker lives now. Mr. Perkins had built his house the same spring and it was located one mile east. The same house was occupied some years ago by W. D. Parker.

John D. Rosbrook built himself a house down by the lake, having lived previously in his granary, the next year after Mrs. Tuttle built and she boarded his carpenters while doing the work. This was known as the Rosbrook settlement.

Austin Balch also from New Hampshire, arrived with his family the next year, 1857 and built about eighty rods north of the house of Mr. Perkins. This house has since been removed.

John D. Rosbrook who settled in 1853 on the west side of what was variously called Rosbrook's, Porter's or Silver Lake, at that time a beautiful body of water, was the first resident of the township. He set out to make a home, doing



First House in Harmon, Ill.



the first breaking of prairie that was done in the township. He had, to say the least, a decidedly unique method for doing the work. I remember seeing Barto, one of his boys, driving a string of oxen. I don't remember how many, attached to something which might be taken for a dredge ditcher, but which proved to be an immense breaking plow, moving steadily through tough prairie sod, red roots, willows and anything that came in its way, turning a slab of sod so wide one could hardly step across it; with a good seed bed on top, which was essential for a crop the same year if early enough. I did not see anyone holding the plow. Its only requirement seemed to be propelling power which was furnished by the oxen and Bart and his oxen persuader. It did not at all times require the attention of a person to hold it.

Mr. Rosbrook put out crops quite extensively. In 1856 he marketed 3,600 bushels of wheat and raised other crops in proportion. That was one of the good years.

These were the beginnings of Harmon!

The season of breaking which produced the best results was from the time grass had well started in the spring until usually the fore part of July. The faster the grass was growing and thinner it was broken, the quicker the sod would die and be ready to rot by the early fall rains and be in condition for fall plowing and working under the harrow the next spring. In later breaking, quite often the sod was not entirely killed and was a source of annoyance until the wild nature was completely subdued. We had no discs or modern pulverizing implements. A drag or jointed Scotch harrow were advanced steps in farm machinery. Corn chopped in the sod made a makeshift of a crop for first year's feed. Sometimes it did very well.

The first crop, the first year after breaking was usually flax or spring wheat. The soil was well adapted for wheat. Vines, beans, some kinds of garden truck, sometimes potatoes flourished on the new sod. Flax was good because it subdued the sod and usually did well for a first crop on new breaking.

Another pioneer of Harmon was Thomas Sutton. He was born in 1820 at Wheeling Creek, W. Va., and died in

Adams County, Neb., in 1901. With his family he landed in Harmon from Ohio October 10, 1854. With him came his father, Joseph Sutton; his brother, William Sutton, and one or two years afterwards, his brother-in-law, Patrick Grogan, and family. The Suttons purchased considerable land one mile north of the southeast corner of the township and built about a mile south of the lake. Their first dwellings were made partly of logs, the lumber of which was hauled from LaSalle. Sutton afterwards sold forty acres from the northwest corner of his farm to C. V. Siefkin, who came about 1857. H. S. Siefkin came at the same time. Mr. Sutton was born Easter Sunday, was married Easter Sunday, always celebrated Easter Sunday, and died Easter Sunday.

Others who came before the organization of the township were Joseph Julien, who settled two and a half miles southwest of the lake; William Hamlin and Henry Brill, one mile west of where the village of Harmon now stands; William L. Smith, three miles southwest; Isaac McManus and Lewis Hullinger, on the west side of the township; Isaac Hopkins and John D. Long, two miles north of the lake.

George G. Rosbrook and Mary Tuttle married and settled one mile west. Shortly thereafter there came James Porter, Jr., who purchased from Liman Rosbrook, on east bank of the lake; also A. T. Curtis, Japhet B. Smith, E. R. Frizzell, Alexander Frizzell, Solomon McKeel, William H. Kimball and John Woodman, all previous to 1860. Of course, there were transients, who made no permanent settlement, but after the manner of young people with plenty of time on their hands and plenty of wild oats to sow, they passed on.

TOWNSHIP ORGANIZATION.

The first election was held in the township of Harmon at the house of Mrs. Louisa Tuttle April 7, 1857, pursuant to call issued by County Clerk Thomas W. Eustace, to fill certain offices made under the township organization act. At this election the following voters voted: John D. Rosbrook, Liman Rosbrook, David Perkins, Thomas Sutton, I. H. Perkins, George W. Stillings, A. Van Horn, George G. Rosbrook, William Hamlin, Samuel Robinson, Benjamin F. Sheldon, L. M. Rosbrook, John S. Tuttle, Isaac McManus, Lewis Hull-



VIANNA TUTTLE-KENT,
First School Teacher in Harmon,
Ill.

inger, William L. Smith, Henry Brill, Isaac Hopkins and Patrick Grogan.

The following officers were elected at the election: Supervisor, Isaac McManus; town clerk, L. M. Rosbrook; assessor, William L. Smith; collector, A. Van Horn; road commissioners, Israel H. Perkins, Thomas Sutton, Lewis Hullinger; constables, John S. Tuttle, Liman Rosbrook; justices of the peace, L. M. Rosbrook, William L. Smith; overseer of the poor, George G. Rosbrook; and path-masters, A. Van Horn and William L. Smith.

OUR SCHOOLS.

The first schoolhouse was built on a knoll on the east eighty of Mrs. Tuttle's land, on the north end of it. The building was put up in as good shape as the new settlers could afford and was occupied as a schoolhouse that summer without either windows or doors, though wooden blinds, movable, were used to keep out the rains. Miss Jane M. Putnam was the first teacher in the schoolhouse, but a private school had been taught previously by Miss Vianna Tuttle, who subsequently married James W. Kent of Dixon. The large square room of her mother's house was used as a schoolroom. This was the winter of 1856-7. The schoolhouse was built in 1857. It was moved in 1859 from its first location to the knoll east of the highway near Parker's railroad crossing. In two or three years it was moved again to the high ground near where the present J. R. McCormick buildings now stand. In 1870, when the new schoolhouse was built, it was sold to Peter Rhodenbaugh and was moved to his farm west of the village.

No definite records remain disclosing the sale of the school section, sixteen, but from memoranda and personal recollections it can be said that the probable dates are 1866 and 1867, being at two different sales. These were made at public auction in forty-acre tracts, as required by law, and they brought from \$4 to \$8 per acre. The proceeds constituted the principal of the common school fund of this township.

Prior to 1861 there was but one schoolhouse in the township, but on April 1, 1861, nine sections were set off from school district one (1) and afterwards eighty rods from the

north side of sections 22, 23 and 24, and these lands were formed into a new district and numbered three. At first the school was held in the house of A. T. Curtis. Later, a building 14 by 20 was procured and moved to the corner opposite the site of Woodman Hall, which was fitted up for school purposes. The room was used also for spelling schools, lectures, entertainments, religious services, revival meetings and public gatherings. Among the religious services were those of the Latter Day Saints. All were welcome.

At first the attendance was not large; many times one scholar was a quorum. In 1869 a new house was built farther north, which answered the purpose until 1879, when it was sold and later became part of the D. D. Considine department store. A new house was built in 1900, but was destroyed by fire and the present up-to-date brick structure was built.

The school districts of the township, in the order of their organization and the location of the schoolhouses, are as follows: Original district 1 is the present No. 14 Lake School, and district 1 Union, Harmon in Lee County and Montmorency in Whiteside, is the present 202 Sturtz School in Montmorency township. District 5, union, Harmon and Montmorency, is the present 203 McWharter School in Montmorency. Original district 3 is the present No. 12 Harmon School in Harmon. Old district 2 is present 13, Mannion School in Harmon. Old No. 9, Union Harmon and Nelson, is present No. 10, King School, in Nelson. Old district 4 is present 11, Kimball School, in Harmon. Old district 4, Union Harmon and Hamilton, is present No. 16, McKeel School, in Hamilton. Old 10 is present 15, the Carbaugh School, in Harmon. Old 17, Union Harmon, Hamilton, East Grove and Marion, is present No. 17, Lyons School in Harmon.

The first marriage in Harmon was that of Eliza Jane Perkins to John S. Tuttle in 1857.

The first birth since the township was organized was Ella Tuttle, in 1858. The first birth previously was Emma Rosbrook, in 1856.

BUSINESS.

Business in Harmon was slow in developing. The real boom came with the railroad. In the summer of 1869 the town voted to subscribe \$50,000 to the capital stock or bonds



Public School, Harmon, Ill.—(1917).





L. M. ROSBROOK,
Superintendent of First Public
School, Harmon, Illinois.



MRS. L. M. ROSBROOK.

of the Chicago & Rock River Railroad Company. The following spring the town voted to reconsider the vote. Early in 1872 trains began to run and business houses began to multiply.

In order to give a connected review of the village of Harmon's development from its organization in 1857 to the present time it would be well to begin with each professional occupation, business and religious or educational interest.

The first Sunday School was held in John D. Rosbrook's corn crib. L. M. Rosbrook was the superintendent and the time was in 1856.

George P. Weeks was first town or school treasurer in 1857; I. H. Perkins was the first carpenter, 1857; I. H. Perkins, J. S. Tuttle and George Stillings were our first threshers, in 1858; J. L. Porter ran the first sorghum mill, in 1863; L. M. Rosbrook opened the first blacksmith shop in 1864; F. D. Rosbrook was first mail agent on train; E. A. Balch, postmaster; C. K. Shelhamer, station agent; E. A. Balch, boots, shoes and repairs; Samuel Boyer, groceries and dry goods; Butler & Edson, hardware, lumber, paints; C. K. Shelhamer, implements and coal; E. W. Dutcher, grain elevator; F. W. Lee, physician and surgeon, 1872; Hempstead & Vanalstine, drugs and groceries; Ackert & Rosbrook, wagon makers and repairs; G. Rosbrook & Shalhamer, stock buyers; C. Knapp, hay press; S. S. Alberts, hotel; Solomon Makeel, corn sheller, 1873; Burns, saloon, 1874; Berlin & Shaffer, meat market, 1875; John Douglass (now of Paw Paw), telegraph operator and station agent, 1876; T. Tripp, restaurant, 1881; W. Richardson, harness, 1881; Jeremiah Berlin, barber and jewelry, 1882; J. Swan, poultry packing plant, 1884; H. E. Boyd, singing and music teacher, 1886; Brill & Connor, well business, 1894; Kugler & Co., bank, 1895.

Those who followed and consecutively were: Henry Parsons, carpenter; Swan Bros., general merchandise; Swan & Berlin, general merchandise; Spaulding & Berlin, general merchandise; J. Bevins, general merchandise; G. W. Hill, general merchandise; O. Burns, general merchandise; A. Berlin, general merchandise; A. J. Curtis, general merchandise; Swan & Rosbrook, general merchandise; H. E. Vroman, meat market; McKevitt Bros., L. Johnson, F. Tarr, Swartz

Bros., W. Franklin, all-general merchandise; Hickok, general merchandise and farm implements; D. D. Considine, general merchandise and meats; L. M. Rosbrook, sorghum mill. The following were engaged in elevator and grain business: Jaques & McIntire, J. M. Jaques, O. E. McIntire, S. T. Zeller, A. E. Hutchinson, Zeller & Hutchinson, Neola Company, F. Hettinger and the Farmers' Company. Blacksmiths: J. Backus, J. Dauntler, S. Ackert and J. Sale. Barber: W. Mellinger. Shoe repairing: J. Coberstine. Hardware, coal and lumber: J. M. Jaques, Dennis McCoy, Charles J. Rosbrook, Hill & Micksell, A. J. A. Zeller, S. T. Zeller, Zeller & Long, Thomas P. Long and Long & Durr, who carried tile, too. Millinery and dressmaking: Miss Baker and Jansen & Miller. Physicians and surgeons: William Henry, Abbott, Duvall & Parker. Hotels: S. Alberts, T. Oleson, M. Clock, H. E. Boyd and Richard Long, Sr. Threshers and corn shellers: Eakle Bros. and W. Shaffer. Hay press: A. T. Curtis, Welsons & Slaybaugh, H. F. Keigwin and J. M. Jaques. Stock buyer: A. E. Hills. Saloon: D. Leonard.

This brings us down to present business houses: The Harmon Bank, organized November 9, 1905, which from a small beginning has grown to have a deposit of over \$100,000. F. H. Kugler is president and W. H. Kugler is cashier. Its directors are F. H. Kugler, W. H. Kugler, C. J. Durr, L. D. Thorp, Christian Smith and George E. Ross. J. M. Lund, physician; W. H. Kugler, general merchandise, carpets, rugs, etc.; F. H. Kugler, general merchandise, shoes; H. M. Ostrander, general merchandise, shoes, meat; Thomas P. Long, implements and wagons; D. D. Considine, hardware, cutlery and harness; three contractors and builders, N. R. Perkins, J. Rhodenbaugh and John Behrend; blacksmith, E. Kelchner; well outfitting, Connor & Brill; stock buying, J. Scanlan; poultry, S. Manning; elevator, lumber, coal, the Neola Company and Farmer's elevator; restaurants, Mary Leonard, Ed. McCormick; barber, E. A. Mack; threshers, cornshellers, etc., A. A. Mekeel, F. Shaffer, H. Deitz, S. Henry; wines and liquors, D. D. Leonard, Edward Long and B. Farley.

In the spring of 1881 Swan & Berlin opened a creamery, buying the cream and distributing groceries. In 1883 Berlin withdrew and started an independent creamery in the south

part of the township, called Maple Grove Creamery, which continued until 1885. Swan continued until 1886, when he sold to John and Henry McKeivitt, who ran it until 1891, when Kugler Bros. took it over. Then the system was changed to buying milk at so much per quarterly price and continued until 1902. In that period they manufactured nearly 2,000,000 pounds of butter. This Harmon butter was so highly regarded that it brought 2 cents per pound above the Elgin market. From the Chicago Produce Company, in open competition with the State of Illinois, a gold medal was awarded it for butter scoring highest in month of August, 1895.

In 1898 the Farmer's Telephone Company was established, which later was absorbed by the Green River Telephone Company, and this was incorporated January 1, 1907, with a capital stock of \$2,000. It has 180 miles of wire and 150 'phones. Value of plant now is \$7,000.

The Harmon Grain and Coal Company was incorporated in 1904 with a capital stock of \$6,000. Its officers are: President, E. J. Mannion; secretary, James Frank. Its directors are E. J. Mannion, James Frank, D. D. Considine, with J. W. Andrews manager. Harmon today may be classed a million-bushel town, marketing the largest amount of grain of any village or city in Lee County.

This village was incorporated February 22, 1901. April 3, 1905, a portion of the original plat was detached from the corporation boundaries. It has a system of waterworks which are a credit to the village. Its entire plant was installed at an aggregate cost of about \$9,000. Height of tower is 90 feet; tank capacity, 30,000 gallons; length of mains, 42,600 feet; and 11 hydrants, with hose sufficient to reach all except extreme outside spots. Source of water is derived from a well 550 feet in depth, and furnishes an endless supply. It is elevated by a 14-horsepower engine. The village has well graveled and graded streets and 380 rods of cement sidewalk. Its business men keep abreast of the times, stocked up well with big stocks.

The Peoria branch of the C. & N. W. Railway was built through the west part of Harmon in 1901 and a station and post office were located near the southwest corner of the town

which was named Van Petten. An extensive business is carried on there by E. H. Hess, general merchandise, coal, lumber, tile, hardware, implements, automobiles. It is a good grain market.

In 1873 there was organized in Harmon a subordinate grange of patrons of husbandry. It was No. 7 or the 7th in the state. A large share of the farmers in the vicinity joined. It prospered for many years. It furnished a place and opportunity for members to get together, visit, a sort of oasis in their somewhat restricted territory. But getting together and having a good time was not the whole purpose of the grange organization. Its influence was felt in legislation, as laws passed subsequently for farmers abundantly testify. The Harmon Grange in connection with others, put in operation a grange store at Dixon for the purpose of handling implements, or a farmer's general supply store. It was a stock company with \$10 shares. There was considerable enthusiasm among the stockholders, and the business was soon under headway. For a while all went well and a large business was done. After a few years the business began to fall off and whether from lack of support or other cause it gave up the ghost and what salvage if any, was received, is unknown. Harmon Grange kept up a spasmodic existence for a while and then it too dropped out. At a special election held March 3, 1865 it was voted to levy a tax of \$772 for soldiers' bounties, to be extended on tax of 1865.

HARMON'S RELIGIOUS INTERESTS.

In a religious way Harmon can show first class church buildings and big congregations. The first regular Protestant church service held in the town was under the auspices of the Wesleyan Methodist church, Harmon and other neighboring points being in the Bureau circuit. They were held in the Lake school house. But previous to its building, they were held in what was called the Boston house. This continued until 1862 when a new circuit was formed of five stations, to-wit: Palestine Grove, Harmon, Montmorency, Hume and Fairfield, called the Como circuit. The name was changed the following year to Hume which continued until 1870 when Harmon was set off as a station by itself.

The first minister in Harmon was Rev. John Pinckney, a godly, selfsacrificing man, who put in an appearance at his stated appointments, having little regard for weather, going conditions or pecuniary reward which in those primitive days consisted of few and scant free will offerings, thus exemplifying the fact that the itinerant minister, the old time circuit riders were in the first rank of those who willingly sacrificed themselves working for the good of others and a righteous cause.

In conversation one day with a stranger, in the wilds of Palestine Grove who inquired his business, Mr. Pinckney replied, "I am hunting lost sheep," nor were his labors fruitless. The Rev. John Pinckney planted a vine that is bearing fruit today in Harmon. A sheaf from his sowing where he had first blazed the trail. Other ministers followed.

In 1868 a movement was started for the building of a new church and in the summer of 1869 the cornerstone was laid with appropriate ceremonies. The stone was placed in position by Rev. Francis Smith; the sermon was preached by Mrs. H. E. Hayden; the music was furnished by a select choir. The building was well built with a seating capacity of about 300. Its dedication was held in September 1870. The dedicatory sermon was preached by Rev. Crook of Syracuse, N. Y., editor of their denominational organ. Services were held for a few years, but most of the church members moved away; some died until there were not enough left to support an active organization and as the building was not fully paid for, it was allowed to go back to the mortgagee and for a number of years was known as Woodmen Hall which in 1914 was burned. The W. M. conference gave a quit claim deed to the cemetery which passed into the hands of an association under the title of Harmon Greenwood Cemetery Association and this was incorporated September 25, 1896.

Thus the interests of the Wesleyan Methodist connection which was the only Protestant organization in Harmon for over twenty-five years were wound up. It is but proper to say that during this time as a church, individual members faithfully performed the duties intrusted to them though in the midst of unfavorable circumstances and leaving at the close a clear record of faithful service.

THE EVOLUTION OF A CHURCH ORGAN.

As time passed and people came, the church membership increased, but for two or three years after occupying the new church building they had no organ. Congregational singing exclusively was the rule, sometimes one and sometimes another leading. But after awhile the musical part of the community demanded an organ. The movement was opposed strenuously by certain members and the opposition supposed the matter was settled in their favor. Late one Saturday night in passing I saw a faint light in the church in looking in I saw that Silas Ackert, one of our best singers, and J. A. D. Barnes our school teacher had placed an organ on the platform. I was at church in good season the next morning, and there sat an organist all ready for business and as the objectors came in and saw the situation, placid countenances changed to that of grim determination and I knew the fight was on. Soon as the last line of the first hymn was read, the pitch of the tune from below, and the sound of the organ from above met, and the organ prevailed. Looking at the faces of the discomfited ones their countenances indicated no great spiritual uplift that day. A meeting was called at the parsonage; it was a noisy meeting. The parson tried to harmonize matters. A music box and religion could not mix. It was asserted that God required a heart service; that they should praise Him themselves with their own voices and nothing else would be accepted. That side of the argument thereupon prevailed until a sister requested permission to read a portion of the Scriptures which might have a bearing on the subject, whereupon she read the 150th psalm which settled the controversy in favor of the organ.

In 1880 the M. E. church organized a society and began holding services in Hill's hall with Rev. E. Breen pastor. In 1881 a church building was erected, since which time regular services have been held continuously. Rev. J. B. Kenna is the present pastor.

Church attendance and support never was a general indication of denominational choice. All classes and beliefs being represented, but a result of a cosmopolitan sentiment among the people.

Regular Protestant church services have been held in Harmon continuously and with a creditable measure of success since the organization of the township in 1857.

CATHOLIC HISTORY.

The late Rev. Father P. H. McKeon, former pastor of St. Flannen Catholic church in Harmon, whose efficiency and high pastoral qualities had built it up to a flourishing condition, kindly furnished the following history:

The parish of St. Flannen was established October 5, 1898. Rev. D. E. McGrath was the first resident pastor. Previously Harmon was attended from Dixon and was known as a mission of St. Patrick's church of Dixon.

The first church building was erected in 1871 and the rectory in 1898. Both church and home were burned to the ground December 25, 1911. Immediately a committee was formed to devise ways and means for a new church and rectory. Money was raised and the present site obtained. In August, 1912, excavation was begun and on September 4th of the same year the corner stone was laid by Rt. Rev. P. J. Muldoon, Bishop of Rockford.

Father Thomas Smith was transferred to Maple Park and on September 22, 1912, Father P. H. McKeon was appointed pastor and took charge. In the fall of this year the rectory was started and it was completed April 1, 1913. The new church which is of brick and modern in every respect was dedicated May 26, 1914 by Rt. Rev. P. J. Muldoon.

The church is Romanesque and the altars, rails, pews, etc. are of the same design. It is heated by a modern steam plant. The present membership is over 400. Rev. Father T. M. Moore is present pastor.

Holy Cross cemetery was established in October 1907.

DONATIONS.

Regarding donations, I will mention but one. We had at the time a young minister, well liked. As time passed, some of his congregation judging the pocket books of others by their own, proposed one. The idea took. All were eager to contribute. It came off with a large attendance. I could

not attend so later I loaded up my donation of six or eight fine cabbages and took them to the parsonage next morning. The Reverend was in the yard when I drove up, I made my regrets for not attending but had brought my contribution along. When done he took a look at my cargo and then smiled significantly. He pointed to a depository and when there I found it piled to the peak with cabbages; nothing else. I learned that nothing much else was brought. Parenthetically I might add that the season was wet and cabbage had prospered. Shortly afterwards the parson told me he would resign. I asked him why. He replied that he thought a minister should be placed above apprehension. I inferred that he meant he apprehended cabbage. He resigned next Sunday.

PERSONAL RECOLLECTIONS FROM AN 1859 STANDPOINT.

Early Harmon was noted in the early day for sand knolls, pond holes, quick sandy sloughs, sand hill cranes, wild geese, brants, ducks, snipe, prairie chickens, mud hens, muskrats, badgers, coyotes, frogs and massasaugers. Its natural productions on the low grounds were slough grass, pussy willows, cattail flags and rushes. The higher ground was covered with grass and beautiful wild flowers and produced a pleasing effect. In fact nothing is more beautiful than a wild prairie in early midsummer. Far as the eye can reach is seen a gorgeous variegated waving expanse of flowering beauty whose colors "nature's own cunning hand laid on" and which no Burbank skill or landscape art can rival. But our settlers soon found that all that glitters is not gold.

Whatever advantages we might have had, one of them overshadowed all the others. I refer our liability to getting stuck in the mud. To have a team embedded in the mud and rendered practically helpless, wagon down to the axles and all happening unexpectedly, was never a pleasant incident. We had upland ground too, apparently safe which was mixed with quicksand that was just as treacherous when the frost went out in the spring and a good deal of skill and experience were required to locate the best places to cross and even then we often went wrong. Then came the unhitching, lifting out the load, prying out the wagon and getting

it on solid ground and finally the reloading. Any person who could go through one of those experiences without saying things could do more than most of us.

I will mention a concrete instance, west of where J. R. McCormick's residence now stands is a low piece of ground once called the pond hole. South west a few rods stood the old lake school house. One evening I took a wagonload of people to a church service held there. Coming back I drove into that hole. It was very dark and the first thing I knew the horses were floundering in the mud. Next they stopped. The women were carried out; the horses were unhitched and struggled to shore. I went a quarter of a mile west to George G. Rosbrook's yard and hitched to his wagon and took my load home. The next morning with ropes and poles and a helper I went for my wagon. I found it had settled into the mud until one-half of the axletrees were covered.

It is astonishing with what tenacity mud when settled around anything, will hold it. The wagon seemed to be fixed. There was scarcely no water. We tried to spade a clearing, but the slippery mud would fill in as fast as we took it out. We removed the box; took out the kingbolt; fastened a rope to the wheel; managed to get a pry under the hub by putting down a wide board for foundation and tipping the wagon over sideways with the team, one end at a time. It was the worst mud party I ever attended.

J. R. McCormick farms over that spot now without a passing thought that anyone ever could been stuck there.

The miring of teams was not all of that mud business. In the sloughs and low ground there were acres of pussy willows which budded out early in the spring and afforded browsing for cattle. Besides, grass started sooner on the low ground; all which tempted the cattle where they quite often got down in the mud so they were helpless and many times had to be pulled out by teams of horses. Sometimes, though rarely they were not discovered until too late to save them. Some of these quicksand places were very dangerous. Unknowingly I once attempted to cross one of them. When the horse began to go down I jumped off and scrambled over the bogs for the shore. The horse settled down to his body, but he threw one of his fore feet over a bog and that helped to

keep him up. Horses have a good deal of intelligence that we do not appreciate always.

There was another bog just a little in front and within reach of the horse. He stretched out his neck and put his head on that bog, and to all appearances used it to prevent going down further. I went nearly a mile to the nearest neighbor, George Keith of Marion, by name, and got a man with team and rope. The horse was in same position when we had returned. He whinnied when we came up. We got the rope around him and the team pulled him out. It was not a very large place, but grassed over with a thin sod it was very treacherous. I was told that other stock had been lost there. Now those places all have been drained and are fine farm land.

DRAINAGE.

There have been four drainage districts organized here, as follows:

District 1. September 25, 1880.

District 2. November 10, 1898.

District Union 1, Harmon, Lee County and Montmorency, Whiteside County, April 1, 1895.

District Union 1, Harmon and Marion, February 3, 1897.

Each district has improved and enlarged its ditches until now they furnish an ample outlet for all the water of an ordinary rainfall within their several boundaries.

The soil was naturally fertile especially on the lower ground, but the cultivator was up against a serious handicap by lack of an outlet for this surplus water. Thorough drainage was impossible. There was no water course with a continuous channel through the township. Where the large dredge ditches now are there was only slight depressions, sodded and grassed over a good share of the distance. A slight increase of rain always resulted in a corresponding decrease in the crop and it was not so very unusual for a fairly promising crop to be destroyed by a summer flood. The upland was the only reliance. But with the advent of the big drainage systems and construction of ditches, a radical improvement began with the result that Harmon is now right up with the head of the procession and so we don't care

though we have in times past been called swamp angels, webbed footed, etc., and which might have been near the truth barring the angels.

The present drainage ditches are:

Drainage ditches 17 miles; dredge laterals 15 miles; tile laterals to dredge ditches 3 miles; open laterals to dredge ditches 5 miles; highway tile drainage 5 miles; farm tile drainage 225 miles.

The herding interests in Harmon were immense for a few years. Our low lands brought us this industry. Thousands of cattle and sheep were driven there annually and herded for the summer though the herding grounds were not confined to the town of Harmon. They extended south and east to the point of Palestine and beyond.

Those who were principally engaged in the herding business were Zigler, Stiles, Rogers, Shelhamer, Eddy, Demarius, Keith, Bressler, Porter, Curtis and Woodard, Rosbrook, Conner, William L. Smith and Mekeel. As the township settled, the herds disappeared.

Before the herds became so numerous as to materially affect the quantity of grass we had to look out in the fall for prairie fires. The principal danger was to hay and sheds and stables roofed with straw and long prairie hay which were used almost entirely in place of lumber or shingles. We plowed furrows as a protection along the exposed sides and sometimes a couple of strips about a rod apart and burned it off in between and when the fire was near, backfired to meet it from the outer furrow. Those prairie fires at the start always took the form of a triangle; the head or central fire taking the lead and keeping it while the sides as they spread out followed along afterwards. I have known the fire to burn for days when burning against the wind and not get over much ground, and also smoldering under the snow in winter.

A fire rushing along in the tall, thick grass, such as was native to the swamp was quite a sight. The flames driven by a brisk breeze through the grass would rise to a great height, patches being continuously broken off in quick succession. Other portions would roll over and drop on the grass in front, quickly kindling and again soaring, the whole mass being a

roaring furnace of flame. An ordinary slough or upland fire which sometimes would seem to take all before it was not in it by comparison. It got over the ground with amazing rapidity.

BIG PRAIRIES.

One source of inconvenience and worse was the possibility of getting bewildered while crossing the prairie in a dark night when the track was lost.

One cold, blustering night, I was awakened by some one kicking at the door and shouting. The voice told me the party was lost and freezing. In the party were a woman and two children in a sled at the door nearly frozen. They had been visiting friends and had started home about 10 o'clock, but the wind had veered and freshened and filled the track with snow. With no guide they had been traveling until they arrived at my house at 1 a. m. I soon had a good fire, put the team in the stable and in the morning after breakfast, I sent them on their way. If they had not struck my place, there would have been a terrible tragedy.

A neighbor returning from Dixon after dark discovered that the team had left the track, but presuming the horses would get home all right, no attempt was made to guide them. After awhile he concluded he knew best and took charge. After driving two hours without getting anywhere he had unhitched the team and tied it to the wagon, rolled himself up in his blankets and went to sleep. At daylight he found himself within 20 rods of his house.

On one occasion I was crossing the prairie at night and the team was following a pretty fair sleigh track and I let the horses take their own way. After awhile I noticed a weed sticking out of the snow when it occurred to me I had seen that weed before. I drove ahead mistrustful until I came to the same weed again. Then I knew I was traveling in a circle. I took my back track and got into the road again. Next morning I went back to the place and found I had traveled a perfect circle about three-fourths of a mile in diameter. Think it was caused by one horse walking faster than the other. The same principle will apply to a lost person if he steps with one foot just a little stronger than the other.

Another night while crossing the five mile branch, the ice was thin and the hind wheels of my wagon broke through. The team couldn't pull it out. So I started to unhitch when C. K. Shalhamer came along horseback, returning from Dixon.

"Hello!" said he, "what's the matter?" "Can't you see?" "What are you unhitching for?" "To go home. I will get the wagon in the morning." "It will be frozen solid then. If we both lift on the wheels the horses will pull it out." Each took a wheel and yelled at the team. The wagon came out but Shelhamer went into the mire about two feet. I forget the remark he made.

I was homeward bound one night walking in a well known prairie track on the north side of which was a big stone, a sort of land mark. A quarter of a mile further on, this track was intersected by another diagonal road making a fork. I went on carelessly until after passing the forks I began thinking I might have taken the wrong road. So back I went to the forks to get my bearings. Everything seemed wrong. I concluded I would go back to the big stone and start over. When I reached it the stone was on the south side of the road. That was a stunner. I simply lost all my bearings. The best I could do was to sit down on that rock and wait for morning. At daylight I found everything properly adjusted.

ROADS.

Better roads however are now attracting attention. Harmon has two miles of hard roads now. The old wooden bridge and culvert are practically things of the past. New steel bridges to meet the requirements of enlarged drainage ditches have been built. Modern and improved road machinery have been purchased and good work is going forward.

The sheep business generally was unsuccessful. The situation did not seem to be adapted to sheep. The practice of dipping was resorted to for the purpose of conserving their health. It consisted of immersing the sheep in an abominable liquid composed of tobacco, lye, corrosive sublimate and other vile ingredients, steaming hot, which was supposed to destroy all germs, microbes and insects lurking about the animals. The wool had to be soaked thoroughly. To stand over a tank

filled with that mixture and squeeze wool all day, inhaling the steam, was not very much of an appetizer. Two of my neighbors who used tobacco were considered immune from any bad effects from that work and so we had a monopoly of the work. It meant spot cash and so we considered it a sort of godsend, vile as it was.

Up to 1874 cattle and horses were free commoners or were allowed to run at large except at night between the hours of nine o'clock in the evening and six o'clock in the morning from May 1st until October 1st. Any such stock running at large between those hours were liable to be put into the pound and a fine of twenty-five cents a head and costs. There was never any remained for the owners always came at night and took them out. Under this system the grain raiser must watch his crops if he had no fences, which he hadn't in those days.

As one sample of fence protection adopted at town meeting, a sod fence two feet high and one board two feet high on the sod. This system had its advantages. It gave a person an unlimited range for his stock and the privilege of riding from one to three miles and sometimes more after his milch cows at night. It educated him to habits of watchfulness which were essentially necessary for the salvation of his crop.

One essential for a crop of corn was one or more dogs; the more dogs the more corn. A stranger passing through remarked to me one day. "What a lot of bobtailed cattle you have around here." I told him it was either cattle's tails or corn and we preferred the corn. A great deal of grain was destroyed each year on account of that system. A lot of cattle going through a field of corn at time of roasting ears is not a very inspiring sight to the grower; but when as I have seen an even dozen fine cows and young cattle lying bloated and dead by eating corn nearly matured, that feature was dispiriting to the cattle man. But after 1874 cattle had to be fenced.

The settling up of unoccupied lands necessarily caused inconvenience and hardship, as people were obliged then to travel along certain lines no matter how badly cut up instead of traveling straight across. Square corners were annoying at first. The first serious inconvenience interference with

what I had come to consider my vested rights of straight-away travel, occurred one day on my way to Sterling. I came to where a man was breaking prairie across my path. "How is this?" I inquired. "What are you plowing up my road for?" "And can't you go round?" he answered, and going round soon became the order of travel. This was in the later 60's. This man I afterwards came to know as my fellow townsman, Richard Long, Sr., and he was plowing up the Northwest quarter of section three.

The road question was a big proposition. It was not possible to raise sufficient funds to make them passable. It was a question of time and there has been a gradual improvement, fixing the worst places first, until now our worst roads are boulevards in comparison.

Our swamps also attracted many hunters.

By reason of that same swampy ground, Harmon and the country south was a great place for sportsmen. Water fowl of all descriptions were here in plenty to say nothing of sandhill cranes in great numbers. It was more entertaining than a movie to watch their warning dance. They would hop and teeter back and forth apparently trying to see which one could jump the highest for a few minutes; then of a sudden all would break into a hurly-burly jumping over one another in great confusion. After that performance they would resume their hopping antics. Their usual time was before sunrise. The sight of the first sandhill crane and the roaring of prairie chickens were welcome because they meant the return of spring.

Hunters were plenty also. One day in the spring while I was working near a quicksand slough, a hunter came up to me leading a horse that had been badly muddled up. He said he had been stuck in the slough and came near losing his horse but he managed to get him out. If I would go down and get his buggy out he would give me a dollar. When I reached the spot I took in the situation. His horse had mired himself by striking his hind feet through the sod, but the buggy was on the sod. I waded in, took the thills and walked out with it. He looked a little surprised and I imagined some foolish, but he forked over the dollar and also a black bottle. The bottle I declined.

In 1864 or 5, the bank of the lake was the scene of a sad and unfortunate occurrence. Lane Porter, a bright and promising lad of 10 or 12 years of age, a son of James Porter, Jr., had been out on the lake hunting ducks. Returning, on leaving the boat the gun was discharged, the load entered his side, which resulted fatally in a few days. His brother, A. P. Porter of Sterling, Illinois then about three years of age, remembers seeing the doctor picking gunwad from the wound.

The first year I was here I kept old batch. I wish to remark right now that hard work and cooking your own food is a mighty poor combination. But I curtailed proceedings to the limit. The menu was pancakes and molasses. I had a perfect system. Six of them the size of a saucer was the allotment. If that was not enough, it had to do; if it was too much I ate it all and such was the power of habit that six soon just filled the bill; no more, no less. But it got to be awfully monotonous, always the same every day. I made up my mind to have a change for one meal anyway. So I got a mess of beans from a neighbor, put them on the stove in the morning and whenever I went in the house during the day put some more fire under them so as to have them done nicely for supper. I came in at night and took off the cover but not a bean was there. One of my neighbors coming in from Dixon, stopped and gobbled the whole mess down and even scraped the kettle. He thought it a big joke. It certainly was big enough, but I did not quite relish the joke part of that, at least not that night.

One night three hunters came along and wanted to stop with me over night. They were on their way to the swamp. Of course I was glad to have them stay. When I came in from my chores they had my table covered with a fine display of eatables. They invited me to sit up. I sat up. They had meat of their own killing and passed it to me with the remark that it was the biggest snipe they ever saw and I noticed they winked back and forward across the table. But it did not trouble me. I was having a good time and would willingly have agreed to anything they might have said, snipe, ostrich or alligator.

The next morning was a repetition of the same proceeding, including the snipe. They went on their way and I went

to work. In the course of the day I happened to look at the pile of bones they had thrown out and then I saw why; they were prairie chickens.

They came back in a couple of days and stopped with me again. I told them I would like some more of those big snipes. We had a good laugh over the incident. One of the men was well known in Dixon and Washington and a genius with pencil and brush. Whenever afterward I saw him, which was seldom, he always wanted to know about the snipe. He is dead now.

Flour and water mixed made those pancakes at first a terror, burnt or dried as they might be on a griddle. Even my two big cats drew the line at those pancakes.

Just at this stage of the game, a little incident occurred which saved my life. The next Sunday after setting up my housekeeping I was at a neighbor's and in a neighborly way he inquired how I was coming on. I told him if I survived until I got acclimated to the conditions I thought it would be all right and incidentally I remarked that I had let a lot of pancake mixture sour and would have to throw it out. "Why, no" said his wife, "put in some saleratus and it will be all right." So she gave me some and presto! those cakes were nice and light and tender. Another system was adopted and another item was added to my domestic economy, that of stirring in saleratus. In order to be strictly accurate in this, I will say that my first rations were four cakes, but soon a couple more were added, making six.

The income from the grain business was hardly worth mentioning. The price received was ruinously low; almost to the vanishing point, especially with corn which ranged from ten cents up into the teens. When the price struck thirteen cents I rushed off what little I had for fear it would go down. My fears were unfounded for the price went right along up to fifteen cents. Wheat was worth sixty cents. This was in 1861. But there was another recourse. There was prairie hay galore from the surrounding country and people came here to put it up for the winter supply. For a number of years there was a considerable export business in prairie hay delivered in Dixon at from \$2.00 to \$5.00 a ton according

to grade, slough or upland. That was not a promising way of getting a living but better than the grain raising.

There was a universal, genuine sociability without partiality and without hypocrisy. There was an entire absence of caste or clique. None was overburdened with an over supply of style or fictitious formality. We had neighborly gatherings especially in winter. Distance did not count. Occasionally we tripped the light fantastic. We could ride to church on Sundays in a lumber wagon with a board across the box for a seat, or on a hayrack and no harm was done. Buggies came later.

As the town settled up, political parties began to form. While all varieties of political faith have at times been present, the main contests have been between the two old line parties. There usually has been a good deal of partisanship manifested and good natured bantering at general elections. Nor were town elections exempt. The democrats had the habit of claiming the republicans got their politics at the county seat, all mixed, ready for use which certainly was putting them to a disadvantage because the republicans were obliged to admit that they didn't know or even presume to imagine where the democrats got theirs. The democrats here have been slightly in the lead but not invariably successful at township elections. Their tickets were punctured occasionally.

In the good old convention days before being hampered with so much primary red tape, the republicans of Harmon were careful to maintain a township organization and they always responded to a call for a county convention with properly chosen delegates. There never was a default in attendance or a contested delegation and they at all times were active in the interests of undiluted old-time republicanism. Neither should the co-operation given from the county seat be forgotten. James L. Camp, the Nestor of Lee County Republicanism; Judge John D. Crabtree, Solomon Hicks Bethea, Dwight Heaton, A. C. Bardwell, R. S. Farrand, G. B. Morrison and others were ready always with speeches at rallies, as did also another prominent public man, one who delivered his maiden political speech in the Township of Harmon in the old Lake School House. I had the honor of presiding at the meeting and well remember the occasion. He

was young, not long out of the union army, but he made good, and Harmon may well congratulate itself on having had the privilege of publicly starting on his way to a successful public life, one whose name in his every official act, has always stood for the highest degree of loyalty, efficiency and integrity, the Hon. Henry D. Dement. The contest for office were many and hard at our county conventions. On one occasion David Welshons and myself voted four for Walker for sheriff from the middle of the afternoon until near daylight the next morning and then did not get him. Jonathan N. Hills was the successful candidate.

The democrats were not one whit behind the republicans in their party allegiance. They never hid their political light under a bushel, and were always on deck for a fight. Harmonites never neglected their politics.

Previous to 1908 there had been no restrictions to the sale of liquor except those laid by the village. At the town election in the spring of 1908 the town was voted dry. This continued until 1910 when the wets prevailed. No effort was made for a change until at the spring election of 1914 the saloon was sustained by a good substantial majority.

On April 3, 1917 the township again voted wet on the local option question.

From the first Harmon has not been free from scraps. But scraps are only the boiling over of excessive animal spirits, and sometimes other spirits, the union of which makes a bad mixture. Those little irregularities were indulged in and enjoyed to a certain extent whenever the spirit moved. Spiritually considered, Harmon is fairly up in the front rank, but not exclusively along Scriptural lines, nor are its occasional exhibitions of spiritual manifestations in any way related to the cult of modern spiritualism. The spirit control is altogether different in Harmon.

FARMING SYSTEMS WERE DIFFERENT.

The old way of seeding wheat was to carry a sack on the shoulder and scatter the seed upon the ground, where it was subjected to the thinning process by birds and otherwise. Corn ground was prepared by marking both ways and the seed was placed at the intersections of the marks. This made

work for the boys as corn droppers, and they developed a wonderful skill in the business, scarcely ever varying in the number of kernels dropped, while not slacking in their walk. The ground was usually mellow, one stroke of the hoe to a hill, and if the dropper lagged a little he was pretty sure to hear the warning, "Look out for your heels," which would start another burst of speed. Five to eight acres was a good day's work for man and boy. It then ran the gauntlet of squirrels, blackbirds, crows and excessive moisture, and the remainder we gathered in, more or less. Just before migrating in the fall the cranes sometimes took some, but not much. On one occasion a Mr. Duis helped me to drive a flock out of my field, where they had done considerable damage.

Speaking of cranes, I never shot but one. I went after two. When I went after one the other would not let me come up. He would jump up and pick at my face and put up a great fight.

SOCIAL.

Reading David Smith's recollections about Willow Creek and its surprise parties reminds me that we had 'em, too. Some one would go over the neighborhood and give out the word that there would be a surprise party at such a time and place, usually on very short notice. Everyone went. Sometimes a violin would be in the crowd. There were games, singing and a good time generally. These were winter amusements, which with Good Templar lodges, revival services and an occasional oyster supper, we had fine times.

The massasauger, or prairie rattlesnake, was here in considerable quantities years ago. It was a rather short, blocky, sluggish, spotted snake, seldom over 18 or 20 inches long, although I have seen some around two feet. Its bite was poisonous, and was said to be especially so in the latter part of summer, when the weather was warm. I set out at one time to preserve the rattles of those I had killed, tying them on a thread. At the end of the second season I had 33 rattles of from one to five rattles. Sometimes there would be six or seven rattles, but not often. They decreased in numbers very rapidly. Haven't seen one in many years. The peculiar sound of their rattle once heard is never forgotten.

Once, in planting corn, when I came to the end of a row and stepped out on the grass to turn (we farmed walking,

those days), I heard that ominous rattle close to my feet. The next thing I did after making a quick movement sideways was to go to the house and hunt up a pair of plow shoes, which I wore for a few days thereafter, but finally I relapsed into my old habits. On another occasion I nearly bound one in a sheaf of oats. I discovered him as I was twisting the band, but I did not finish until I had ousted the intruder. I was barefoot, as usual, but after supper I came out in a pair of shoes. I always got something on my feet after close proximity with a rattlesnake, but that was about all that ever could turn the trick and then it did not last long.

We usually changed work in harvest and stacking. In those days we had no self-binders nor help enough to bind as fast as the grain was cut. At times the grain would lie on the field unbound for some days. Those rattlers had a habit of crawling under or into those unbound sheaves. So, we generally gave the bundles a kick and turned them over before grabbing them. At one time, as one of my neighbors was helping me stack oats, I pitched up to him a bundle which contained three rattlers, and when the sheaf struck the load all three popped out in different directions. It was as good as a first-class circus to see that fellow get off that load. Here was an unusual situation! A load of oats captured and held by three big rattlesnakes, strongly entrenched in straw! We held a council of war. I suggested that he go back on the load and we would resume work. He declined with emphasis, only that was not the word used. We finally compromised by both of us going up.

We had other snakes than rattlers. Large spotted adders were plentiful. I never supposed they were poisonous, but I knew of a boy who said he had been bitten by one and came near dying. They had a hard, sharp point on the end of the tail. Once I hit one on the head by a piece of board and he threw his tail around against that board with such force that a hole was made in the board over one-half an inch deep. They were great foragers. There was a robin's nest in a tree near the house. One day the old birds were noticed in great commotion, flying around and chattering. Just above the nest was a large adder, hanging coiled on a limb, and reaching down he picked out a bird, the last of four in the nest. It was his last bird. He measured four and one-half feet.

They liked young chickens, and were perfectly at home in the water. There was another, I called a copperhead. It was smaller, of a brown, spotted color, and quite scarce. I do not remember of seeing more than two or three fully developed. They were about twenty inches long, with head of a dirty copper color and nearly three-cornered. It would flatten its head and upper part of its body three or four inches perfectly flat. It was altogether the most repulsive and satanic looking creature imaginable. Both it and the adder had the rattler wag to their tails.

Then there were the blue racers—a long, slim, blue-brown lively snake. There was nothing cowardly about them. My first introduction to them was when I saw a three-footer coming towards me, head eight inches above the ground. He seemed to be on a tour of inspection, for he stopped when about six feet distant, and after eyeing me intently for a moment, he glided off leisurely into the grass. I think they are of the constrictor species, inclined to wind around its victim, like the black water snake of the east. They are well called racers, for they can go like a streak. Of course, there were plenty of garter snakes. But that snake business now is pretty nearly a has-been, though once in a while an adder and some garters are seen. I must not forget the milk snake, which was handy at skimming a can or a pan of milk, if he could get at one. It was generally conceded to be the spotted adder, as he was always nosing around, making himself disagreeably familiar.

The coyotes, or prairie wolves, were here, but did not show themselves freely in summer; but in winter, especially the latter part, they were seen quite often. There was a wolf run up and down the five-mile branch from the hazel brush knolls on section nine, where they had a den, and I have seen them in quicksand slough. I suppose they took the lowland for their routes of travel because of taller grass and a less sightly position.

The first silo in Lee County, as far as known, was built in Harmon by G. E. Balch in 1862. It was square, built of common lumber, inside of his barn, double boarded, last course laid with plenty of coal tar, and used by him successfully until he sold his farm in 1895.

To L. M. Rosbrook belongs the honor of naming the town. He first proposed the name of Harmon, after the name of a friend, which was adopted.

The first fire in Harmon was that of the first residence of John D. Rosbrook.

Harmon is pre-eminently a corn township. Other grains are raised, but mostly for crop rotation and to put the ground in condition for corn. The amount of this grain that is shipped from this point annually runs up into the hundreds of thousands of bushels, and all produced within ordinary hauling distance. This shows up well for soil fertility and excellence of cultivation. But little feeding is done except to hogs. Forage crops, such as hay, clover, etc., are raised in limited quantities, but the rule is corn. Unless all signs fail, there are other plants pushing to the front which will dispute the universal supremacy of King Corn, or at least go hand in hand with him in elevating the standard of agricultural success. I refer to those wonderful plants, alfalfa and sweet clover. I am expecting to see in the near future our progressive farmers admit these plants into their lists of regular crops, thereby keeping up with the advancement of the times and maintaining their well earned position as an agricultural community.

THE GREAT TORNADO.

A review of the history of Harmon would be far from complete if mention were omitted of that most destructive windstorm that ever occurred in the history of the middle west, the Camanche cyclone. It was formed by two cyclones coming together near Camanche, Iowa. It scooped up a raft of logs in the Mississippi, and a pine log was said to have been dropped in Lee Center township, this county, supposed to have come from that raft. It occurred at about 9 o'clock p. m. on Sunday, June 4, 1860. There was nothing unusual as a forerunner of such a disturbance, except that the afternoon was unusually warm. Perhaps the word "hot" would better express it. It first struck the house of William H. Kimball, in the west part of town, scattering his buildings and killing one child and seriously injuring Mrs. Kimball. The next house in its track was that of E. R. Frizzell. The rest of the family had retired and he sat by the west window

enjoying a smoke. He saw it coming, but supposed it would miss him, when it suddenly turned and swept them up. He did not realize anything until he came to, in a pouring rain, sixty rods or more from where the house stood. It had made almost a complete circle, so it must have had a flight of one-half mile or more. Of those in the house, one Mr. Woodman was instantly killed; his wife seriously hurt. His sister lived until almost morning, and then asking Mrs. Woodman if she should live, to take care of her unharmed boy of 2 years, she died from loss of blood. They were one and one-half miles from their nearest neighbor, Mr. A. T. Curtis. Mr. Frizzell started out to make the trip for relief, but owing to injury to his back, he could go but slowly on hands and knees, and it was morning when he arrived. To fully appreciate the force of that wind, it was necessary to see its effect. The sill of the house, when it struck the ground, was driven through the prairie sod more than a foot, and then picked out and taken along with the rest of the wreckage that was scattered over the prairie. Stable, cowyard, everything cleaned out, fence posts up and stripped sod of new breaking. Mr. Frizzell had run a threshing machine in the fall and winter, and as is sometimes usual with threshers, had left his own job to the last, and had left his horsepower just as he had used it, staked down. It was an old-fashioned down power, lying flat on the ground. The wind wrenched that power loose and carried it about five rods. It did some queer tricks, too. It took the linch-pins from an old-fashioned linch-pin wagon and scattered the wheels far and wide. There was a store room attached to the house, without any floor, but the stove was left undisturbed, kettles on it, kindling in the oven, and everything ready for the morning. The storm path was about eighty or more rods in width and the ground was covered with nearly every imaginary article. Mr. Frizzell's watch was plowed up about eighteen years afterwards. I lived about forty rods from its track. I heard the roaring, accompanied by one continuous lightning flash, then came the rain, as if the very windows of heaven were opened for a short time; then all was quiet, and I was not aware of what had happened until I was called the next morning to go for a doctor. Dr. Phillips of Dixon responded with a rig from

Fred McKenney's livery. The storm passed on east, through Lee Center on its way to the lake.

We have now at hand an accurate and detailed description of the visible appearance of that storm, as it passed through Harmon, given by Mrs. A. T. Curtis, now of Vienna, Mo., when recently in Harmon on a visit, to whose house part of the injured were taken the next morning. During the afternoon she noticed a dark cloud in the west, which just at night grew blacker with a rough gray edge. Soon the cloud was in terrible commotion, rolling and tumbling, black and brown, lit up by almost continuous lightning, light patches of cloud darting in all directions. Then there appeared a couple of funnels, starting from one place in the cloud and diverging towards the earth, making two distinct funnels going parallel with each other. When she first saw them they did not appear to reach to the ground, but soon settled down and a cloud above them alternately rising and lowering until they came near the place of Mr. Frizzell, when they came together and the cloud above enlarged in all directions and settled down apparently to the earth, and almost immediately the house where she was, nearly a mile and a half distant, was lifted up and set down again with a severe jar, but not in the least misplaced. All was accompanied by a loud roaring. Mr. Curtis had gone to bed and she wanted him to get up and see those awful looking clouds. But he slept on. That jar brought him out in a hurry.

The cyclone was equally destructive at Lee Center. The buildings of Horace Preston were destroyed completely. A child of 2 years of age was killed and three of the family were badly injured. The parents of the writer were enroute from Chicago to Harmon, driving overland. They had stopped over that Sunday at Lee Center and his mother assisted in preparing this child for burial. She said its face and exposed portions of its body were driven so full of sand and dust, some even to the quick, that it was impossible to remove it all.

OUR TREES.

One of the first acts of the early settlers was to start something that would afford shelter and shade. Cottonwood and Lombardy poplars were among the first trees, because they grew from cuttings.

We of treeless Harmon used to go down to Green River below Rocky Ford and get young maples. Ambrose Woodard gathered a lot of maple seed and sold them to the farmers. Then came the trade in gray willow cuttings at from \$2 to \$3 per thousand. They were recommended to make a fence which would turn any kind of stock in three years, besides all kinds of firewood, posts, etc. They made the wood all right, but as a fence they were not a remarkable success. A good many of them proved to be swamp willows, instead of gray willows. Fruit and ornamental trees were added.

Fifty years ago Harmon was the coldest, windiest place in northern Illinois. With the wind coming up from the lowlands at the west and bowling along over four or five miles of bare prairie, unobstructed by tree or shrub, and the quick-silver enroute to the bulb, ideal arctic weather was produced. But tree growth has made a remarkable change. Those living here now do not realize the difference. They look upon tree shelter as of less value than the ground occupied, and so an indiscriminate slaughter goes on which is nothing less than a return to primitive conditions. I fully endorse what the veteran nurseryman, A. R. Whitney of Franklin Grove, used to say, that every landowner should make it as much a part of his spring's work to put out something in the line of trees to replace those lost as to put in his crop.

SWAPPING HORSES.

In the early days there was much horse trading and jockeying going forward, especially among the herders. When two of them met it was a trade or a race. I did not take much part in those sports, but they were the means indirectly of establishing a little sideshow of my own along those lines. A company of men had come to Dixon and started the old fair grounds, east of that town, to give instruction in the way to manage tricky horses. I paid my dollar and graduated. I probably had made some glowing remark about what I could do which was overheard, because one evening two young fellows came to my place leading a broncho they had selected for that purpose. "We would like to have you show us how to ride this broncho." I knew that they took no stock in my ability and were only out for fun. Neither did I take any stock in it, but I really wanted to try out my system;

but I would not risk it before my guests. Accordingly, I said I would have to give him a few lessons alone in the stable according to my directions, but if they would come over in the morning I would show them how to manage the horse. Next morning before it was hardly light I put the rig on him, led him out and jumped on him bareback. I was in for it then. There was no let up, and when I came to, the beast was looking down at me with a self-satisfied expression on his countenance. So soon as my head stopped whirling I got up, pulled off the contraption, gave him a cut with my whip and he struck out for the prairie, tie strap dragging, and I limped to the house. The boys thought he had got out of the stable in the night, and I did not feel like putting them wise. They wanted me to take him again, but I answered that I was too busy just then; to await until I had more time. I never got the time.

The early settlers of Harmon were a good deal as other people would have been under similar circumstances. They made the best of their condition. They had their sports, their amusements, their recreations, their inconveniences, their short change and their hard labor. The neighborhood was extensive; all were well acquainted. Of course, as elsewhere the people were not all alike, and the difference in personal characteristics and peculiarities were more clearly marked and perhaps more strongly developed than would be in an older country, and in some instances more so than in others. There was Isaac Hopkins, a strong, heavy built man, sandy complexion, red hair and whiskers, untrimmed, making him appear somewhat formidable, but a jolly good fellow. He was an inveterate practical joker and he did not hesitate to use his strength to help along his favorite pastime. Some of his jokes were so intensely practical that they spoiled the joke. We made up a party one day to go to Green River, fishing. Mr. Hopkins being an old fisherman, took charge. We fished until nearly night, and were some chilly when the vote was to quit. But Hopkins insisted on making another haul. Ed. Frizzell, who afterwards was injured in the cyclone of 1860, and was medium to slight build, said quite positively, "I am not going in again, anyway." Hopkins turned toward him and said in a slow, measured way, "Yes, you are, Ed. You are going in again." Ed. saw the handwriting and knew

what to expect. Not relishing the idea of being picked up and dropped in, he played Jap tactics, and went for him like a shot from a catapult, and they both went off the bank together, about four feet down and out of sight. They came up sputtering, and as soon as he could speak Hopkins called out, "There, Ed. Didn't I tell you that you would go in again?"

William L. Smith was a good churchman and an important cog in all church interests—spiritually, financially or militantly. He was a dependable quantity and always ready to pick up the gauge of battle with anyone who presumed to oppose his theological pronouncements, but his well intentioned zeal sometimes carried him to extremes. One Sunday an Adventist minister was speaking in the church by permission to a good sized congregation, and Mr. Smith was sitting as usual in one of the front seats. As the speaker got well into the merits of his subject, Mr. Smith arose and cut in with: "Hold on. You can't preach that kind of doctrine in this church." He was one of the trustees. Mr. Curtis, another trustee, chipped in: "He shall finish his sermon." Quite a commotion ensued, some taking one side and some the other, and it began to look as if we were on the verge of a Donnybrook fair. Finally the congregation was appealed to, and the vote was for him to proceed. Mr. Smith was prosecuted before "Squire Morgan of Dixon. James K. Edsall was his attorney. David H. McCartney, the State's attorney, prosecuted. Mr. Morgan said it was a serious offense to disturb religious services and assessed a fine of \$10. Mr. Smith appealed, but did not appear at Circuit Court.

Dancing to a certain extent had a place in our recreations and there was some rivalry along that line. One of our principal townsmen, wearing the belt. Thomas Sutton while he was one of the principal factors in the early doings of the town, having filled successively and successfully some of its most important offices and an all around good man and worthy citizen, yet was peculiar in that he had a partiality for fancy stepping. Time and tune seemed to have been abnormally developed in his composition. He would rattle off a jig to the liveliest tune and hit every note besides improvising a lot of extras. I used to make a

neighborly call on him occasionally, in an early day people called on one another then and before I went away he was sure to bring out a violin and tune it up. He would not trust to my tuning because he said his ear was quicker than mine, hand it to me, strike an attitude and say, "now go" and soon the dust would begin to rise from the cracks in the floor. He enjoyed it so much I was glad to help him out what I could. In fact I rather enjoyed it myself. He could give pointers to present dancers in solid dancing, not two step, but more like twenty two steps. He did not fling his pedal extremities to as high an altitude as we see by the papers some of our high toned dancers do. He had a regard for the proprieties.

George Stillings could dance very well, but not in the same class with Thomas. But those were just harmless, primitive diversions thrown in by way of variety a sort of a let up in our work-a-day lives.

PATRICK GROGAN.

Mr. Sutton's brother-in-law, Patrick Grogan, also had the musical touch. He was an expert at playing different musical instruments, for him to hear a tune though difficult, was to know it. He was one we liked to meet, always had a pleasant word, would lend a hand to help or crack a joke for a laugh with equal readiness and facility regardless of the common hardships of the pioneer.

UNCLE JOE AT THE FUNERAL.

Joseph Sutton, father of Thomas, had an odd way of his own in all things. I attended the funeral of his grandson. As the services of the funeral progressed I noticed that Uncle Joe seemed troubled and uneasy. Finally he broke out in the midst of the sermon. "And hasn't the lad gone to heaven?" The minister, slightly disconcerted, replied, "As he was so young, we can assuredly believe that he has." Uncle Joe solved the question at once to his own satisfaction by saying with much emphasis, "But I know he has," and I thought a distinction without a difference, both being the same basis. He had what he called a broomstick dance. He would take a broomhandle, put one end on the floor and hold the other end in his hand at an angle of about twenty degrees, and

dance back and forth over the stick with wonderful agility for one near the nineties. Uncle Joe had an odd and peculiar accent and inflection in his talk. When he was excited or very much in earnest his tone was highly flavored with "pep". Nevertheless he and I were pretty good friends. I never opposed him, but I always took the line of least resistance.

The religious element was not lacking in him. He would sit with head uncovered for half an hour or more with a large print Bible in his knees, slowly and laboriously spelling out the words, following the line with his finger. Bible study was one of Uncle Joe's oddities and one well worthy of imitation and it is no compliment to this day and age that regular Bible reading is as much an oddity as it is.

SCHOOLS.

Human nature is queer and sometimes a source of surprise when tested out. There was George Stillings whose self confident way and concise, clean-cut oaths (he swore by note) would make a person believe that he was equal to any emergency; that he feared neither man or the other fellow. But when called upon to lay out a dead person he wilted and walked nearly three miles to put me on the job. But as a horse trader he was keen and next best foot actor. It has become the style and habit in these latter days of banishing the rod or coercion in bringing up children and more especially is it the rule in our public schools. If a scholar is refractory the teacher is expected to speak soft words and if that fails an appeal to the powers that be is in order and he is expelled as incorrigible. When a proper application of Solomon's method would meet the situation. At an early period in Harmon schools one of the teachers, his name was Bill Edwards, wanted me to take his school one Friday afternoon as he wished to go away. I hesitated as I understood that he did not get along well with the boys, but finally consented. He suggested that I need not give them any afternoon recess, but close school a little earlier. Everything went smoothly enough. At the usual time I gave intermission. When I called school they all came in, but four or five of the larger boys, just about entering their teens; just the right age to receive impressions on their plastic limbs.

I went to the door and said as pleasantly as I could, "School's called, boys. Come on in." They only looked at one another and grinned. I said again nicely as I could "Come, boys, come in." No move only more grinning. Then I knew it was mutiny. I went back into the house and took a stick I had observed standing in a corner and which to all appearances had been worn down to about four feet in length. When I came out they had moved to the side of the house. They had mistrusted something. I turned the corner quickly and went after them and raced them around the house three times, cracking it to them at every jump, before the last one dodged in and it was certainly amusing to see them scoot ahead as they were touched up one after another. It was an awful jolt to my dignity but the method was successful. Yes, I stand with Solomon. Some of those boys are alive today and have grown up into good American citizens, due no doubt to the start I gave them that afternoon.

THE OLD TRAILS.

Before the people were circumscribed and hemmed in by fences and cultivated fields, there were well defined tracks or lines of principal travel between important points. There was an old stage route crossing Green river at what was known as Meeks' mill, thence by the Welty place, passing the double block house through Marion, entering Harmon near the southeast corner of what is now the farm of Peter Blackburn, thence in a northwest direction along the high ground on land of R. M. Long through corner of estate of H. J. Durr and through Dietz estate and northeast part of J. Lieben's land to quicksand or Sterling slough where were the remains of a corduroy crossing; then in a general northwest course through lands of Pohle, McKeel, Ross, Porter, Dumphy, Harris, R. W. Long, Leonard Emmitt and leaving the town at that point. It was a fairly well beaten track. It was said to have a state road surveyed by the state and on record at Springfield. It was called by some the Peru and Sterling road which may be an error. I have traveled what I supposed was the Peru road from LaMoille crossing Green river at Rock Ford and also leaving it about half way and striking across and hitting that other route near Meeks' mill

and following it to Harmon. A prairie track started from where the house of Lynn Parker stands, running northeast passing the Tuttle house to knoll of northeast corner of H. J. Durr estate; thence a little east of north striking east of James Morrissey's big pond and then veering westerly and crossing forks of five mile branch and intervening half mile of slough north of where James Cougran's buildings now stand and running northeast to the end of lane at Ludwig Baker's now C. B. Swartz stock farm.

Another track started from the lake running northeast to what was then the Chris Shell farm one mile east of the Swartz place. Those were the main Dixon routes.

A track ran from the west county line east to the school house knoll near the Moriarty corner now owned by T. H. Mannion; thence northeast hitting the Amboy trail at H. J. Brill's southwest corner. This was the circus route between Amboy and Sterling.

Our first route to Sterling left the Amboy road which had been laid east and west previous to its organization, at H. J. Brill's southwest corner running northwest and striking the river or Rock Island road just west of Howland's bridge. Sometimes we took the old stage route which hit the river road one mile east of Howland's. Both of these were soon closed. The track ran from opposite house now occupied by H. Schoaf southeast one-half mile; thence south one-half mile; thence southeast over J. R. McCormick's building grounds and on past T. Sutton's place through the swamps to point of Palestine.

Another ran from knoll at northeast corner of the Durr estate, two miles south, connecting with the Sutton route. This was a feeder to the Tuttle route, which was the principal one to Dixon, and made it the through line from the Baker corner to Palestine Grove, which for two or three winters was a famous resort for fuel hunters from far and near; a sort of a timber squatter sovereignty, whatever that may mean. Sixty-three teams were counted there one day at high tide.

From Woodman hall corner a track ran north across Quicksand slough, thence northeast, intersecting the Tuttle route near where James Cougran's buildings now stand.

From the knoll at northeast corner of H. J. Durr estate seven tracks diverged in as many different directions. There were other minor tracks of less importance.

THE COLD NEW YEAR'S.

I can not pass up this inventory of persons and events without making record of a day surpassing all others in extent and wind and cold combined, which statement is borne out by all authorities. That day was January 1, 1864, and the storm covered nearly the entire Union. I place it in this collection, because of its exposed location Harmon would seem to be necessarily hit harder than a great many places. A gentle breeze has more force when unobstructed; much more a hurricane. Miles of prairie, without shrub or tree or bush, gave the wind an almost irresistible sweep. It was not safe to venture out without being thoroughly wrapped. To have been in the slightest degree exposed to the wind was almost instantly to feel the fearful frost. I attempted to carry water to my horses, but as soon as I came in range of the wind, the water was blown out of the pail and it fell over me, together with the driving snow, in a spray of hail. Those horses got no water that day, but they did get liberal rations.

I was in Amboy the day previous, which was fine and nice. The wind began to rise just at night, and when we struck the prairie on our return it was a howling gale and bitter cold air full of driving snow right directly in our teeth. Only for the persistence and intelligence of the team, it would have been a tossup if we were to make that four miles of prairie. The next morning it was worse. With a wind that almost took people off their feet; the air full of blinding snow; mercury 35 degrees below zero, some said 40; persons caught out were badly frozen. Cattle were frozen to death in their stables. Chickens fell from their roosts, dead, and everything else was strongly on the congealed order, which made it a day well worthy its name, "the cold New Year's."

Following is a list of the names of those now living who resided in Harmon at the time of its organization in 1857: Mrs. Emeline Perkins Harding, Memphis, Tenn.; Mrs. Mary Perkins Houston, St. Louis; Mrs. Elvira Perkins Redding, Wye, Ark.; N. R. Perkins, Harmon; David Perkins, Dixon;

B. H. Perkins, Chicago; Mrs. Mary J. Rosbrook Ackert, Nortonville, N. D.; Anda G. Rosbrook Ackert, Dixon; Mrs. Hattie E. Rosbrook Williams, Monson, Iowa; Mrs. L. R. Rosbrook, Oskaloosa, Iowa; Mrs. Kate Tuttle Murphy, Sterling, Ill.; Mrs. Hannah Brill Rhodenbaugh, Harmon; Mr. H. J. Brill, Harmon; Mr. Hero S. Siefkins, Trumbull, Neb.; Mr. James Sutton, Artesian, S. D.; Thomas Sutton, Jr., Ferris County, Neb.; Oliver Sutton, Meriden, Ill.; Joseph Sutton, Trumbull, Neb.; Alvin Sutton, Trumbull, Neb.; John Sutton, Harmon.

Names of those who had lived in or enlisted from Harmon during the Civil War: Freeman D. Rosbrook, Ephraim Wilson, A. T. Curtis, Hero S. Siefkins, Samuel Robinson, I. J. Curtis, John Smith, Charles Williams, George Pierson, Theodore Smith, J. B. Smith, Fred Clark.

RETROSPECTION.

Dixon having been our post office, market and trading point, my mind naturally goes back once in a while to a general and personal reminiscence of Dixon in part as it was then. I remember the transfer teams of Becker & Underwood in the interest of their large flouring business, between their mills at the dam and the depots. Adjoining their mill on the west was the Farmers' grist mill. A livery stable stood on the corner where stands the opera house today. Daniel W. McKenney bought horses there for the army, and later Charles M. Smith, and still later, the same McKenney ran a livery. A small one-story building stood nearly opposite across the street, where I drew my first swamp-land school funds from David Welty, commissioner. S. S. Williams had an office in the same building. It stood next to the big frame hotel, afterwards bought by I. B. Countryman, who built a fine brick building next to it. The site is owned now by A. C. Warner. Another livery owned by Fred McKenney occupied the site later occupied by C. J. Rosbrook as a hardware store. An unpretentious brick building owned by Cropsey, the blacksmith, occupied the site of the present Hotel Dewey and the Howell block. Two or three antiquated frame buildings extended to the west. The Emerson Lumber Company, now the Wilbur Company, was in its infancy. Though then a

perfect stranger, I remember of being hospitably entertained by its founder one dark and stormy night at his farm in South Dixon.

E. B. Stiles' palatial mansion has become a car barn. The Christian Church stands where were his splendid grounds. The Dixon Inn and Dixon Fuel and Lumber Company were vacant spaces. The James Benjamin place was the limit on the south side of West First Street. Nearly the entire country west of the car track up to and including West Third Street, was exclusively a public common, except the Morrill and McKay houses, a pasture for the town cows and a site for circus tents. It was a part of Morrill town. We always found plenty of room to feed our teams in back alleys. E. B. Baker, followed by James L. Camp, handed us our mail. E. B. Stiles flourished as banker, while Charles Ruxton counted the cash and shaved paper.

Doctors Everett and Phillips were among the doctors. Moses Jerome sold me and two of my neighbors a combined reaper and mower. They were common implements at that time, largely designed and patented by himself. He afterwards engaged in flax bagging manufacture, buying the straw, rotting it and manufacturing bagging. I think Joseph Utley was associated with him part of the time. A great deal of the new land about Harmon was sowed in flax for some years. Hon. John V. Eustace presided on the circuit bench. He afterwards was provost marshal. W. W. Heaton, who succeeded Eustace as judge; James K. Edsall, later Attorney General, residents of Dixon, and William E. Ives and B. H. Trusdell of Amboy were prominent practitioners. Harvey Morgan and Edwin W. Hine sat in justice of the peace seats.

In 1862 I attended a marriage ceremony performed by Justice Hine at his office, then near River Street. The contracting parties were the man whose wife and the woman whose husband were killed in the cyclone of 1860. Father Dixon, with his silvery locks, was an honored and familiar figure in the Dixon streets. Prophet Myers of Palmyra contended strenuously and eloquently for the gold standard. Joseph T. Little, afterwards county treasurer, a Christian gentleman whose practical Christianity was shown by the notice at the entrance to his grounds: "Visitors welcome at

all times except Sundays," furnished us our nursery goods and his foreman, James Lowry, afterwards established a nursery in Harmon.

My remembrance of Mr. Little is associated with a sad circumstance of years ago. One winter day I saw on the river, north of the west end of the island, a hole in the ice, with small pieces of ice lying around the edges, indicating a struggle, and was told that that was where a son of Mr. Little's, 12 years of age, while skating had broken through and was drowned. Mr. Little obtained the services of a diver from Chicago, who put on his queer suit, and by having air pumped to him, was enabled to remain under water a day at a time. It was two or three days before he recovered the body.

This takes me back a number of years to an incident in which I held the center of the stage. In the winter of 1861 or 1862, I and a neighbor were in Dixon on jury service. The river was frozen and considerable numbers of skaters were enjoying themselves there nightly. To pass away the time we concluded to go down one evening and see them skate. We went on the ice just above the mill and started to go where they were, which was some way up. Seeing what I thought to be a spot of clear ice, I said: "Hurrah, Frank, let's have a slide," and ran a few steps and sprang off. But I did not slide. Instead, I went head and ears into the water. It was where ice had been taken out. I never was so surprised in my life. I swam to the edge, thinking I could easily climb out, but my arms would slip. Besides, there was some anchor ice projecting over the edge which would crumble and I would submerge. My friend was going to help, but I told him "no," as I would certainly have pulled him in and he could not swim. Things began to look serious, and I shouted for help, in which my friend joined me. Soon a lot of skaters came trooping along. During the meantime I had drifted down to the lower side of the hole and the current was crowding me under. There was some quick work done. Two or three lay flat on the ice, holding each other's feet. One grabbed my hand as I began slipping. A small fraction of a second more would have been too late. It took a strong pull to lift me against the suction. I always attributed my rescue to a timely Providence working in my especial favor. I was not in the least flustered or confused while in the

water, but on my way back the whole situation, the close margin, came over me with a rush and grip that left me so weak that for a few minutes I could scarcely keep my feet. That may seem somewhat unnecessary and superfluous, after it was all over, but such was the fact, just the same.

My landlord, Mr. Hatch, mixed me up something strong, loaned me some dry clothes, and I was all right. But ever since I have a sort of dread of bodies of water. It seems almost personal when I hear of fresh victims to Rock River.

Dentist C. J. Reynolds was an expert at lifting a molar, as I can testify, and mine host Remmers of the Washington House provided fitting substance for the inner man. There was an eccentric lawyer, Mackay. Though his legal abilities may have been all right, yet his acts were odd and out of the ordinary. He would go into a grocery, take a handful of smoking tobacco from a barrel—smoking tobacco came in barrels then. He would rub it fine in the hollow of his hand, throw his head back and with one tremendous intake the contents would disappear. I regarded him as strong intellectually, but lacking a balance wheel.

Isaac Means did a large buying and selling business in a small office near the Third Street arch. Genial Barton B. Higgins and Hilon T. Matthews sold drugs, musical instruments and notions on the corner where Martin's dry goods store stands today. Alexander & Howell and G. L. Herrick, hardware. E. Petersburger and S. Rosenthal were clothiers. A. S. Dimick sold shoes. Van Epps & Brubaker kept a general store. Charles Mousseau sold groceries. They all were prominent firms. Mousseau started a branch store in Harmon for staple articles at the residence of A. T. Curtis, now H. Schoaf place. A. T. Murphy and J. Gates were grain merchants at Illinois Central. The old frame building still stands where I sold my first load of wheat in 1859 to A. T. Murphy, now J. P. McIntyre's coal office. The Dixon Telegraph furnished weekly installments of news, politics and select reading; later, the Dixon Sun.

In looking backward to the Dixon of over one-half century ago the thought at once comes to the mind that the march of progress has not halted. New and modern business houses, churches, schools and official buildings and residences

and all general and up to the minute improvements are in evidence on every hand. It contains the site of one of the largest benevolent institutions in the State and one of the most important historical landmarks on the Lincoln Highway and Lee County's hard roads center. Place the Dixon of the early sixties side by side with that of today and a stranger would find difficulty in detecting a similarity, were it not for the railroad arches, the river and its beautiful location and scenery, which serve as Dixon's visible, perpetual connecting links with the past.

The changes come so steadily, and to those in frequent contact so imperceptibly, that they are scarcely realized. The old is forgotten when the new appears. But still the transformation goes on. Judging by the past, Dixon will long retain its well earned reputation as a progressive city. I have made these rather desultory remarks on the side because of the fact that Harmon, from its first settlement, has always considered Dixon its home town, outside of its own flourishing burg, and their interests were in a corresponding sense mutual.

THE DARK DAY.

I suppose most people have an historical knowledge of the mysterious dark day of May 19, 1780, but to get it first hand from an actual eye witness seems a great deal more realistic. Harmon has been the residence of such an eye witness. Mr. William Ingersoll, father of Mrs. I. H. Perkins and Mrs. E. A. Balch, came to this country from New Hampshire in 1854 and died in Harmon in 1860, at the age of 93 years, and he has related to the writer and others some of his personal experiences and observations of that event: that it was so strange and unusual that it always had been vividly remembered and closely corresponded with that of other observers. He said that he was a young lad, and that morning he was in the field hoeing. About 9 o'clock the sun, which had been shining clear, began to turn yellow and a yellow haze or cloud came over it. The sky and everything looked yellow. After a while it got so dark he could not see to work and he went to the house, where they had candles lighted, just the same as at night. Chickens went to roost, cattle would not stay in the pasture, but came lowing up to the yards.

Sheep stood huddled together. All was still as midnight outside, except an occasional crow from some chicken house, chirp of some night bird or dismal howling of some dog. Objects could be seen but a very short distance, and then not distinctly. The night was darker yet; pitch dark, he said, although it was full moon. Some observer has said that near the next morning the moon shown through the darkness, red, with every appearance of blood. People thought the Day of Judgment was at hand, and they had prayer meetings at their houses. Some had services in churches. Sermons were delivered the following Sunday on the theme suggested by Matthew 24:29 and Acts 2:20. The general testimony of all observers has been along the same lines, that although it was darker in some places than in others, nowhere could business be done without artificial light. The following night there was some wakefulness and apprehension as to what the next day would bring forth. But the sun rose the next morning just the same as if a day had not been changed into night. This darkness covered the entire New England states, and one author says that its exact boundaries have never been determined nor the cause satisfactorily explained. Herschel the great astronomer, has said "that phenomenon of the Dark Day of May 19, 1780, has baffled all astronomical solution and must remain an unsolved mystery to the end of time."

Now, to sum up: I will briefly say that Harmon is still on the map and doing business as usual at the old stand, and aiming, as always, in all business and occupations, both public and private, to keep abreast of the times. In regard to location it is favored. Besides its own first-class markets, business and trading point, it is within daily reach of the great metropolis of the west, and also by auto, team or rail, of four other thriving business places. It has unexcelled church and school privileges, the excellence of which are best shown by results.

Harmon has contributed to religious and educational interests seven ministers of the gospel, one foreign missionary, thirty-four school teachers, four lawyers and one physician. Nor are modern improvements altogether lacking. It has rural delivery, a 'phone in almost every house, autos, plenty to eat and drink to spare. Take it all in all, Harmon certainly

occupies a seat not far removed from the grandstand. I know of but one seat that is nearer. Possibly she will occupy that one some day and be no longer upholding and in partnership with the liquor interests by means of the licensed saloon.

It is believed that the dates and subsequent succession of Harmon business as herein given are substantially correct, and the writer wishes to acknowledge the valuable assistance of A. A. Connor and others, without which it could not have been fully accomplished.

SAMUEL McANULTY.

A PIONEER OF ADAMS COUNTY.

[By His Grandson, W. O. Farlow.]

Samuel McAnulty was born September, 1807, near Pittsburg, in Alleghany County, Pennsylvania, being the son of Samuel McAnulty, of Scotch parentage, and Elizabeth Holliday McAnulty, of North of Ireland ancestry. With his parents he moved to Dayton, Ohio, when 12 years old, and very much like the boys of his time he acquired a "smattering of education" in the ordinary school of his day. I now recall his telling me of the customs of those times, and among the queer things was that the letter "J" was called "Jod-eye" and the letter "Z" was called "Izzard." They used the "quill" pens and the legal documents were drawn on "sheepskins," as was the custom for many years afterwards in the West.

On September 25, 1828, he married an estimable woman, of Scotch parentage, Lucinda McFarland of Xenia, Ohio, a woman known for her untiring industry and kindness of heart. She it was that shared his hardships, his trials and his pleasures, during all the years of their activities. In the summer of 1832 this couple with their one child started west to make a home, going by way of the "prairie schooner." After a long and eventful journey, fraught with hardship and privations, on the 9th day of October, 1832, these pioneers arrived in Houston township, Adams County, Illinois, and here in the shadow of a giant forest tree they pitched their tent, and in the years that followed they made a home in all that the word implies.

The cabin was soon made ready for occupancy, as the pioneer was a mechanic as well as a farmer, and the land having been "filed on" was begun to be broken from the virgin sod for the next year's crop. With patient industry, as the years came and went they began to prosper and the family grew. The spinning wheel and the loom were kept

busy. Neighbors came. The land was finally paid for. Their cabin had been a stopping place for immigrants, and they had become well and favorably known in many ways. The new house was built and another "quarter of land" had been acquired up in the prairie.

Quincy, the county seat, had become a thriving place and it was there they sold their surplus and bought the few supplies necessary. Luxuries were unthought of. The first saw-mill on Bear Creek was put in operation by this energetic man. Bridges were built, and in all these enterprises he was the leading spirit.

There came a day when the murmurings of the people to the north were heard to say that the Mormons were committing depredations in Hancock County, and it would have to cease. The sturdy men of the time had no patience with the cult of Joseph Smith, and while his city was the largest in Illinois, that did not deter the settlers from organizing against this prince of impostors, and, as history records, they did go to Nauvoo and drive them out of the State. Captain McNulty was there to do his patriotic duty, and many is the time I have heard him relate some of the experiences of that expedition, that in after years meant so much to the fair name of Illinois and had such a bearing on the destinies of the State of Utah and its people.

During the events leading up to the Civil War his action and his energy displayed in the interest of the Union has always been a very great source of satisfaction to me, and possibly explains in a measure my deep and abiding faith in the greatness of the men of those perilous times.

Slavery to him was an institution of Hades, and I remember one time as a little boy, I was down in the timber with him after a load of wood, and he pointed at the stump of a once giant tree and said to me: "I came here very many years ago one morning after a part of that tree, and when I drove up near it a black man got up from behind this stump and started to run away, and I called to him to come back; that I was his friend, and when he did return he said he was a slave trying to get to Canada, and that near here was a man that would help him. I told him that I was that man, and asked him if he was hungry, and he said that he had

swam the Mississippi River above Quincy, and had not had anything to eat for two days, and had got this far and was waiting till night to go on." He told me that he immediately went to the house and that his noble wife fixed ample provisions and he took it to the black man, and when night came he drove him above Plymouth Illinois, to the next station, at the old Burton Farm, and in that way he was always ready to help the down trodden, and was a power for good at a time when it tried men's metal. His house was a meeting place for the forwarding of supplies to the front during the war, and in civil life he was the counsellor of the weak and discouraged.

It was a common custom for those that held mortgages to foreclose or to take over the land sometimes without the formalities of law. My grandfather always was ready to insist that those who made an honest effort should have another chance, and I have gone with him around the neighborhood, where he would borrow all the money available, and help some widow retrieve a piece of land that was to be sold for taxes or for mortgage.

As I now remember him, he was a logician of no mean ability and I can readily understand why he was sought out by the people of his vicinity to lead and counsel them.

At another time I was with him in the same woods, and he said to me, "William, do you see that high spot of ground in the center of that cleared place in the timber?" I said, 'yes sir' "Well you go and stand on the high point" and I did so. "Now, he said, when I came to Illinois in 1832, that was a great pile of ashes and I expect that all around here were a lot of Indians who were having a Council of War, and they cut the timber with stone axes and made a giant camp fire and debated the best way to rout their enemies."

The fact that Camp Point, four miles south of him, was so named, because it had been a great camping place for the Indians, would bear out this reasoning. He took me on my first fishing trip, and when he had caught the first fish I ever saw dangle at the end of a line, he held it up for me to see, and after taking it off, he gave me the pole to see what I could do. And, I noticed—he was busy about the big log just back of us, and pretty soon he came up and threw the cat-

fish he had caught, back in the creek, and after we had caught several he called to me to come to him, and holding up this same catfish, he said, "Now this poor foolish fish did not profit by his experience, but bit at the same hook again. You see I took it back to the log before and cut a fork off of its tail so we would know if we caught it again, now, you want to profit by every mistake you make, all through life" he said, "If you do not you will not be able to make much progress," and I often think, how true, but how little we learn after all.

It was my good fortune to be with this excellent couple very much when I was a small boy, and when they were going down the decline of life, and I gained a store of knowledge first hand of pioneer days in our State.

I used often to lie in front of the fire-place and look at the pictures of the Revolutionary soldiers, and British red coats and hear of the prowess and fame of the great Washington, all of which tended to give me a grander conception of life and its duties.

My grandmother never would use a kerosene light, but always held to the old lard oil lamp of former days, being afraid of an explosion. She was well known for her industry and motherly feelings toward those less fortunate than her own. And after raising a family of eight of her own children, she was also the mother to five orphans, all of whom turned their teachings from her to good account. It was this association and the going "out to grandma's" that enables me to fully appreciate that trully wonderful poem of Riley's "Out to Aunt Mary's". My grandfather being an Ohio man was also a good farmer, and the buildings and fences were kept in repair and the farm showed a neat and inviting appearance. The horses were a source of comment wherever he drove them, always being in fine condition.

They lived on the same farm 44 years. It was the scene of their labor, joy and success, and with very much regret they left it and moved to Camp Point in 1876, to round out the years of two lives well spent. The fruits of their labors were enjoyed together until the early eighties when that goodly woman, Lucinda McFarland McAnulty died, and this was followed in 1885 by the death of my grandfather, Samuel McAnulty.

EDITORIAL



JOURNAL OF
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JESSIE PALMER WEBER, EDITOR.

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Applications for membership in the Society may be sent to the Secretary of the Society, Mrs. Jessie Palmer Weber, Springfield, Illinois.

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ILLINOIS DAY MEETING.

On December 3, 1917, at Springfield, as is its custom, the Illinois State Historical Society observed Illinois Day, the anniversary of the admission of the State into the Federal Union. This celebration was not, however, to be compared with the usual observance of the day, for this was the ninety-ninth birthday of the State, the real beginning of the Centennial year. The Centennial Commission had asked the Historical Society to cooperate with the Commission in making this observance adequate to the historical importance of the anniversary, and all who were privileged to attend the exercises must feel that the Commission and the Society fully realized their hopes and made the observance one that was worthy of the event, and entitled to a high place in the annals of the State and in the history of such observances. It furnished complete evidence of the interest taken by the people of Illinois in the proper observance of the centenary of the State. In the afternoon a conference of local Centennial Associations and Historical Societies was held in the Senate chamber.

Dr. O. L. Schmidt, who is chairman of the Historical Society and the Centennial Commission, presided. In a brief address of welcome he told the people something of the organization and plans of the Centennial Commission, and urged that each person present make every effort that his locality shall fittingly observe the Centennial.

Mrs. Jessie Palmer Weber, secretary of the Commission, gave an outline of the proposed official observances. These are to begin with the observance of Lincoln's birthday, February 12, 1918, in cooperation with the Lincoln Centennial Association of Springfield. The next observance will be the celebration on the 18th of April of the centenary of the "Enabling Act," which is the Act of Congress authorizing the people of the Territory of Illinois to form a State constitution and government as preliminary to admission into the Union.

On August 26th the one hundredth anniversary of the promulgation of the Constitution of 1818 will be celebrated, and on October 5 and 6 the centennial of the organization of State government will be observed; and lastly, one year from today—December 3, 1918—the final observance of the Centennial Year will be held, the centenary of the Act of approval by Congress of the Illinois Constitution and its final admission into the sisterhood of states, on equal footing and with equal privileges with the other states of the Union.

Plans have been made for suitable observance of each of these important historical anniversaries, and on December 3, 1918, the Illinois State Historical Society with the Centennial Commission, will observe the great Centennial Day with a renewed spirit of patriotic devotion and pride in the nation and State of which it is a part.

Rev. Royal W. Ennis of Mason City, a member of the Centennial Commission and chairman of its committee on the statewide celebration, spoke briefly on the plans of the commission to interest the people of the State in the observance of the Centennial, especially of the plans for celebrations by the schools, the churches and local Centennial organizations and historical societies. A very eloquent and stirring address was made by Mr. Percival G. Rennick of Peoria, who

told in a most interesting manner of the French in Illinois and what we owe to them; and to the pioneers and soldiers of our wars.

A round table discussion was held, at which representatives from various localities made reports and asked questions. Representatives from a large number of counties were present and answered the roll call of counties, which was read by the secretary of the Commission. Several representatives of local organizations made brief addresses. Among those were: Judge Lyman McCarl of Quincy, Adams County; J. H. Crowder of Bethany, Prof. E. C. Page of DeKalb, Justice James H. Cartwright of Oregon, Judge Dewey of Cairo and Dr. Carl E. Black of Jacksonville. Fifty-eight counties were represented at the conference.

Mr. Hugh S. Magill, Jr., director of the Centennial celebration, made a noteworthy address, in which he gave helpful advice and suggestions for local celebrations and outlined the plans of the Commission in this field.

Mr. H. H. Bancroft, Assistant Director, also spoke on organization and plans for local celebrations. Mr. Halbert O. Crews, manager of publicity for the Commission, spoke of the special importance of his work and methods for its advancement.

Mr. Wallace Rice, pageant writer, told the delegates that he expects to write and produce Centennial pageants, and laid special stress upon the importance of making the production of local pageants real community efforts. Mr. Rice spoke, too, of the part which music should play in such productions.

In the evening the Illinois Day banquet was held at the Leland Hotel. It was one of the most impressive gatherings ever held in Springfield. The room was handsomely decorated with United States flags, the flags of the allied nations and the Illinois State and Centennial banners. Governor Frank O. Lowden, who presided at the speakers' table, was introduced by Dr. O. L. Schmidt, chairman of the Centennial Commission. Former Governors Joseph W. Fifer, Richard Yates and Edward F. Dunne delivered notable historical addresses. It was expected that former Governor Charles S. Deneen would also be present, but he was at the last moment

detained by important business. United States Senator Lawrence Y. Sherman delivered an address which was replete with information and anecdotes of United States and Illinois history. The title of the address of Senator Sherman was "Illinois' the Pioneer State."

Governor Fifer spoke on "Illinois in the Civil War" and Governor Dunne's address was entitled "Illinois' Men of Eloquence," in which he paid high tribute to Edward D. Baker, Stephen A. Douglas and other brilliant sons of the State. Governor Yates spoke on "Illinois of Today" and he spoke eloquently of the achievements of the State and her people in the present world crisis. He referred feelingly to our young soldiers, who are today representing the State on the battlefields of the world. Mr. Wallace Rice read an original poem, "Illinois and War!"

More than four hundred men and women attended the banquet, representing all parts of the State and many organizations. The State officers and their families were present. Mrs. Lowden and her daughter, with Mrs. John M. Palmer and Mrs. John R. Tanner, widows of former Governors of the State, occupied places of honor. A special table was reserved for the members of the Grand Army of the Republic, the Daughters of the American Revolution, the Daughters of 1812 and other patriotic organizations. There was inspiring and patriotic music.

The Commission and the Historical Society have reason to feel the greatest satisfaction in the meeting and all of its details. They and all the people of Illinois were encouraged and inspired by the noble words of Governor Lowden and the other distinguished speakers of the evening.

The proclamation of Governor Lowden, calling upon the people of the State to observe this day, December 3, 1917, expresses in the following earnest, patriotic words the idea, the central thought, that animated all the exercises of the day:

"On December 3 Illinois will enter upon the hundredth year of her statehood. The General Assembly of Illinois has created a commission to provide for the celebration of our centennial. It already has plans under way to make this event worthy of the greatness and the history of Illinois. But its work will not be complete unless the counties of the State

shall also organize for this purpose. There is not a county in Illinois which has not been the scene of stirring and important events, which should find a place in the permanent history of the State. Now is the time to single out and record these events. It is common knowledge that a young and expanding community absorbed in making history is only too careless in recording the history it makes.

"Many points in Illinois, scenes of momentous happenings, which could have been sought out and marked half a century ago, and have become fixed landmarks, are now only vague traditions; and so, while it is yet time, let our hundredth year be marked by fixing permanently the events of our first hundred years, so far as they may be fixed at this time. It is thought by some that the time is not fitting for this celebration because of the worldwide war in which we find ourselves. I do not share this view. I realize the greatness of the burdens this war imposes on us. We of Illinois will bear these burdens more lightly if we shall recall the first hundred year of Illinois' achievements. Our fathers before us, too, bore heavy burdens. They, too, knew what it meant to offer all for a great cause. They, too, faced danger and difficulty. But they triumphed over all, and this great commonwealth, the home of twice the number of free men the United States contained at the close of the Revolutionary War, is the result.

"We have a hundred years of noble history as a background. Whether we shall have another hundred years equally inspiring depends upon the issue of this worldwide war. It will help Illinois to play a great part in this war if her people will refresh their courage and strengthen their will by a study of our first hundred years."

LINCOLN'S BIRTHDAY.

Arrangements have been made for the cooperation of the Illinois Centennial Commission and the Lincoln Centennial Association of Springfield in a proper observance of the one hundred and ninth anniversary of the birth of Abraham Lincoln. Plans are being perfected for a great mass meeting to be held in the State arsenal.

The Honorable William Renwick Riddell, justice of the Supreme Court of Ontario, Canada; T. P. O'Connor, the emi-

nent Irish Nationalist member of the English Parliament, and other distinguished speakers have been invited to deliver addresses. Governor Lowden has issued a special proclamation, calling attention to Lincoln's birthday and recommending its observance.

DR. AND MRS. J. F. SNYDER OBSERVE THE SIXTY-THIRD ANNIVERSARY OF THEIR MARRIAGE.

Sixty-three years of wedded life has been the remarkable good fortune of Dr. John F. Snyder and his estimable wife, who quietly observed the anniversary of their marriage on September 27, 1917. The marriage of Dr. Snyder and his young bride, Anna E. Sanders, was a social event of importance in Bolivar, Mo., September 27, 1854, the bride's father, Landon N. Sanders, having invited the entire county and environs to the festivities, and all were entertained with the lavish hospitality of ante-bellum days. Both Dr. and Mrs. Snyder are native Illinoisans, aged, respectively, 87 and 80 years, and have been residents of Virginia, Ill., since the sixties.

Dr Snyder retired some time ago, after a long and successful medical practice, and has devoted his leisure to literary pursuits. He has earned a wide reputation as an authority on matters pertaining to Illinois history, archaeology and kindred subjects, and has been a prolific writer along these lines. Dr. Snyder was one of the founders of the Illinois State Historical Society, served as its first vice president, succeeding Judge Beckwith as president the second year, and is still a contributor to its publications. He has also represented his district in the State Legislature. Advanced age has not impaired his faculties, and he takes a vital interest in the stirring events of this history-making epoch. Mrs. Snyder is frail in health, but nevertheless is actively engaged in knitting for the comfort of the country's defenders. Dr. and Mrs. Snyder are spending their remaining days in a comfortable home on the site occupied by them for nearly half a century, surrounded by old friends and many new ones, whose congratulations on this unusual anniversary were hearty and sincere.



MIR. AND MRS. W. H. BRYDGES at the time of their Golden Wedding.

MR. AND MRS. WILLIAM H. BRYDGES OBSERVE
THEIR GOLDEN WEDDING.

Mr. and Mrs. William H. Brydges celebrated their golden wedding anniversary Thursday, December 20, 1917, at Elgin, Illinois. No formal invitations were issued, but all their friends were welcome on that day between the hours of 2 and 4 o'clock in the afternoon and 7 and 10 o'clock in the evening. It was the wish of Mr. and Mrs. Brydges that no presents be brought.

The celebration was held in the home in which Mr. and Mrs. Brydges were married, the home in which their two children were born and in which their silver wedding anniversary was observed.

Mr. Brydges was born in England. Being left an orphan, he came to this country with his grandparents when 9 years of age. He was a soldier in the Civil War; a former principal both of the Elgin Academy and Elgin high school and superintendent of the Elgin city schools. He has served as teacher or supervisor of schools in six other counties of Illinois and in Racine, Wisconsin, and for the past eighteen years as assistant county superintendent of schools.

He is a member of the Congregational Church, the Grand Army, the Masonic fraternity, the Eastern Star, the Elgin Scientific Society, the Elgin Patriotic Memorial Association, the State and National Teachers' Associations and the Illinois State Historical Society. Mr. Brydges was in the city council for six years and on the board of supervisors for eight years.

Mrs. Brydges, before her marriage, was Miss Ellen A. Smith of Ohio, and came to Illinois with her parents when she was 5 years old. She is a member of the Congregational Church, the Woman's Relief Corps, the Eastern Star and other patriotic and social organizations.

Perhaps no couple in Elgin is better known than Mr. and Mrs. Brydges.

Ralph S. Brydges of 431 Prairie Street, elder son of Mr. and Mrs. Brydges, is in charge of the record department of the sixth division of the railway mail service of the United States, with his office in the Federal building of Chicago.

Carl K. Brydges is in the engineering department of the Chicago Telephone Company of Chicago and makes his home in that city.

William H. and Ellen Smith Brydges, who fifty years ago were married in the Roswell Smith Homestead in Division Street, amid the white and green of bridal festivity, now, after all the changing years, amid the gold and scarlet of fiftieth anniversary time and the Yuletide, greeted their friends and received felicitations in the same old home.

Very nearly 150 friends took time from the busiest week of the busiest year in many to respond to the invitation to informal reception between the afternoon hours of 2 and 4 o'clock and in the evening from 7 to 10 o'clock to call and extend congratulation.

Before the evening reception and previous to the installation of officers of Monitor Lodge, A. F. and A. M., members marched together to the home of Mr. Brydges, their chaplain, paid their compliments to him and Mrs. Brydges. With their regards, George W. Hinsdell presented the two with fifty American Beauty roses.

Members of the Elgin Scientific Society came in a body to offer their good wishes.

Gifts of flowers and gold arrived at intervals during the day, and before the end of the evening the twinings and hangings of ground pine and holly were only a part of the lovely decoration, for flowers bloomed everywhere. In the dining room golden narcissi made adornment, and when guests were served the refreshment of coffee, sandwiches, cakes and candies, each was given a tiny American flag.

There was music in the afternoon by Miss Edith Pearson of Geneva and in the evening Miss Marchie Hines gave a reading. Victrola music entertained both afternoon and evening.

The G. A. R., W. R. C., O. E. S., Friendly Circle and other organizations of which Mr. and Mrs. Brydges are faithful and active members, were represented in the gifts of flowers and gold.

Mrs. Ralph S. Brydges, Mrs. Earl Brydges of Chicago, Mrs. Jennie Morrill, Miss Cora Verity of Park Ridge and Mrs. Retta Avery assisted in receiving and in serving.

County Superintendent Edward A. Ellis and Mrs. Ellis of Aurora, Assistant Griffith and Mrs. Griffith from Plato Center, colleagues of Assistant Superintendent Brydges in the Geneva office of the county superintendent of schools, were among the callers in the evening. Miss Cora and Arthur Verity of Park Ridge and Miss Pearson and her mother were among the guests from out of town.

Mrs. Brydges' sister, Mrs. F. S. Orton of Chicago Street, was the one member of the company who witnessed the nuptials of half a century ago. Her daughter, Mrs. Frank Moore, and a cousin, Mrs. May Aiken, were visiting guests also.

JOHN BURROUGHS VISITS SCENES OF YOUTH AT POLO, ILLINOIS.

John Burroughs, the poet-naturalist, paid his friend, Dr. J. H. More of Polo, a short visit a few weeks ago. He arrived Wednesday noon and departed Thursday morning. His coming and his going were as unostentatious as the man himself.

Gladly would the city have done honor to this man of international reputation, who was a teacher here in 1856-57, had his strength and his years permitted.

Unknown to Mr. Burroughs, Dr. More had arranged a program that included a short address and informal reception to the teachers and pupils of the schools, the literary clubs and others. Thinking it but fair that Mr. Burroughs should be informed of the program he outlined the tentative arrangements to him with the result that Mr. Burroughs' secretary asked to have all arrangements for a public reception cancelled, owing to Mr. Burroughs' age and fatigue, having just come from Cleveland, where a monument had been unveiled in his honor, and where "he had been surfeited with adulation," according to his secretary.

Few knew of his coming, and those who did respected his wishes that his visit be considered a private one. He was accompanied by Judge Annis of Aurora, and his secretary, Dr. Clara Barrus, and was met at the depot by Dr. More and Mrs. J. W. Clinton, with whose parents he had boarded a part of the time that he taught at Old Town.

The afternoon was given over to visiting the scenes of sixty years ago. First, to the old Allaben home, where he had boarded. Mr. Burroughs had known the Allaben's in the east and had gone to the Roxbury Academy with Miss Kath-
 erin Allaben, whom Mr. Burroughs admitted to Judge Annis in the course of the drive, was one of the reasons if not the reason why he had come west to Buffalo Grove. A whispered bit of ancient gossip that came to light with his visit was that she also was the cause of his return, having given her heart to another before meeting Mr. Burroughs.

On to the Stephenson home, in which he also lived, to the old school house site. The old school had been replaced. There was nothing familiar. Over to the Old Town cemetery where there were many names familiar to the teacher of more than half a century ago. Where is the old school house? Up to the George Murray place where the old school house now shelters farm machinery unknown in his day as wielder of birch and rule. Nothing familiar here. "But where is Buffalo Grove?" he asked time and again. Dr. More pointed out the thin fringe of trees that surrounds the fields. It, too, had gone.

During his short stay he met not a single person who went to school to him.

When he stepped from the car at the conclusion of the drive, he remarked "Doctor, there is nothing the same but the sky."

During the evening a few friends of the More's dropped in to meet this author of nineteen books which are found on the shelves of practically every library in the land. They were much impressed with this affable, alert interpreter of nature.

His interest in the war is intense. His comment on the west front was "I hope we can stay them and slay them: yes, that's what we must do—slay them. That is the only solution now."

While frail of stature, he strikes one as wonderfully well preserved for a man of his years, especially when he and Dr. More—seven years his senior—demonstrated that they both were still able to jump up and crack their heels together.

Mr. Burroughs' wife passed away about a year ago. He has no children. His adopted son, Julian Burroughs is an author of note.

While Mr. Burroughs and Dr. More both belong to the More clan, being distantly related on their mother's side, and lived not far from one another near Roxbury, N. Y., they made the acquaintance of one another for the first time when Burroughs taught school at Old Town and Dr. More was deputy county superintendent.

The acquaintance was not renewed until 1890, since which time the meetings have been fairly frequent at the gathering of the More Clan.

Mrs. J. W. Clinton at whose father's house Mr. Burroughs boarded while teaching school at Buffalo Grove, in response to an inquiry from the editor of the Journal has written the following brief sketch of the great naturalist in his youthful days in Illinois:

MY DEAR MRS. WEBER:

I have a few spare moments this evening and will try to tell you what I remember about Mr. Burroughs. I was a young girl when he boarded at my father's house. He did not seem to take to the wild and woolly west. His fame all came in after years. He was just an unknown young man. He and a young man by the name of Cameron boarded for a few months at our house. They did not always agree, had their little spats. Young Cameron's father and brother were editors of the Chicago Times. They came out and stayed over night with us. I think Mr. Burroughs was a better looking young man than he is as an old man. I do not remember anything especially to say about him, only that he was with us a short time and I was young.

Carrie A. Perkins Clinton.

MRS. LOUISA GIBBS OF CHAMPAIGN, ILLINOIS, IS ONE HUNDRED AND EIGHT YEARS OF AGE.

"Grandma" Louisa Gibbs, colored, Illinois' oldest resident, makes her home with her daughter, Mrs. Anthony Johnson, 356 Hickory Street, Champaign, Ill. Mrs. Gibbs has been a resident of that city since 1862. She came to Cham-

paign via the "underground railway," used during the time of slavery to transport colored people to the north.

Although her health is perfect, Mrs. Gibbs is confined to her bed, too weak to walk about. She talks very little, only answering questions, and then a very few. She has been bed-fast for about nine months. The daughter, with whom she resides, tells many interesting stories in connection with the aged woman's life as well as her own. She is 63 years of age.

Mrs. Gibbs, whose maiden name was Louisa Adams, was born in slavery in Virginia about 1809. When eight years of age she was sold by her owners to Hiram Adams, who took her to Madison county, in western Tennessee. There she lived until she came to Illinois. Her first husband was Clinton Boykins.

Shortly after the war broke out, or in 1862, Mrs. Gibbs became dissatisfied with her life as a slave and began the formation of plans to come to the north, where she was told that colored people were "treated right" and where she would receive money for her work.

Previously Mrs. Gibbs' master died. In his will he stipulated that she should never be "hired out" or sold. But within six weeks, her master's widow died, and to settle the estate it was necessary to hire her out with the other slaves until all of the master's children were of age, the youngest being six months old at that time.

Before she ran away, her husband started on the trip to the "free" land in the north, but he took sick with smallpox and died at Moscow, Ky. Her husband's real name she never knew. He was owned by "Widow" Boykins and adopted her name as his.

Some weeks before starting on her trip north Mrs. Gibbs with her young daughter met some Union soldiers.

When they saw the soldiers, the girl hid, but her mother walked up to them. After her mother had talked to the Union men for awhile, she called her daughter to her side. The men shook hands with her and told her not to be afraid. From the soldiers the girl obtained the first stick of candy she had ever seen. It was these Union soldiers who advised Mrs. Gibbs to run away. After leaving them, the plan to go was formulated.

On Tuesday morning, while the men at the places where she and her daughter were employed were away, Mrs. Gibbs gathered together seven of her 12 children and began the first lap of the journey on foot. The woman at the house where the daughter was "hired" attempted to keep the girl, but at a threat that the "Yankees" would be called, she permitted the girl to accompany her mother.

The little party walked to Humboldt, Tenn., six miles away, arriving after dark. One the way they had nothing to eat, and were forced to drink water scooped up in their mother's hands from a nearby creek. At Humboldt they were stopped by pickets of the Union garrison, but were finally taken through the lines by a soldier. He built a rail pen in which they stayed two weeks. Then the soldier left and the party went on to Moscow, Ky., being aided on the way by troopers. In that town they were taken to the Settlers' house, where they met Jake Taylor, who, the next Sunday, married one of Mrs. Gibbs' daughters. Taylor was cook at the house, and aided the travelers as much as possible.

The party then went to a town on the Ohio river and down the river by boat to Cairo, Ill. They came to Champaign on the Illinois Central, having coal cars as coaches. On the last half of the journey they were in charge of Harry Thomas and Mr. White, men from the north who acted as "conductors" on the "underground railway."

The family first settled along the Salt Fork, 12 miles east of Urbana, where they lived a year. Then they moved to Champaign, their first home being a smoke house of one room on Washington street about two blocks west of Neil street. Between their home and Urbana, there were then but two houses. The business district comprised only a few frame store buildings near the site of the present Illinois Central depot. Mrs. Gibbs' children were at the station many times to watch the Union soldiers go by.

Shortly after the end of the war "Grandma" married Elijah Gibbs in Champaign. He died about 40 years ago. Two children were born, only one of whom is living, William Gibbs, in California. Mrs. Gibbs' only other surviving child is her daughter, Mrs. Johnson. Two of her boys were

in the Union army, and one of them she never heard from after he had enlisted.

Mrs. Johnson gives an interesting account of the method of drafting soldiers used by the Confederacy. Red and white grains of corn were placed on platters. These were put in a room near a window. The man subject to draft was blindfolded, and he reached through the window for a grain of corn. If he drew a red one, he went to war, otherwise he stayed at home.

The value of the grains of corn is shown by the fact that one was "sold" by its possessor for \$500 the man "buying" the grain receiving the money.

ONE HUNDREDTH BIRTHDAY ANNIVERSARY OBSERVED.

On November 6, 1817, in Abernathy, Fifeshire, Scotland, Jean Wilkie was born, and on November 6, 1917, a large company of relatives and friends assembled at the home of Mr. Stuart Reid near Virginia, Illinois, to celebrate the one hundredth anniversary of the occasion. On October 10, 1838, Miss Jean Wilkie was united in marriage to Mr. Duncan Reid, also of Scotland and to this union was born 10 children, four dying in infancy and the six remaining children are William Reid of Winchester, Ill.; Duncan of Bluff Springs, and Stuart residing on the Reid homestead; Mrs. Margaret Taylor of Taylorville; Miss Sue of Chicago, and Miss Jean at home.

In 1855 Mr. and Mrs Reid came to America and located on the farm, where Mrs. Reid still resides north of Virginia. Mr. Reid died a number of years ago. Mrs. Reid has 18 grandchildren and 11 great grandchildren, and as she sat for her photograph with her youngest great grandchild in her arms the photographer remarked, "from 1 to 100." A bountiful dinner was served to fifty guests. At one table sat Grandmother Reid and her children, and one sister, Mrs. Agnes Sybil of Abilene, Kan., aged 92 years who came all the way from her home to spend this notable day with her sister. Mrs. Reid is possessed of all her faculties and can read and write without the aid of glasses, and during

the dinner cut the birthday cake which was decorated with 100 lighted candles, so that each guest received a share.

In evidence of the esteem held for this estimable lady, package after package of presents, flowers and fruits, and telegrams in abundance were received at the home today. One present from a granddaughter was an engraved gold headed cane, which the recipient remarked "was just too nice to use."

Grandmother Reid's one hundredth birthday will long be remembered as one of much pleasure and no one enjoyed the occasion more than Mrs. Reid herself. Her society is always delightful to friends and family, her gentle manner and kindly disposition, and gracious treatment even to comparative strangers will long be remembered with pleasure. Hosts of friends called at the home during the day to congratulate her. She shook hands with all and remembered the faces and had a kind word of recognition for all. It is the wish of everyone that Mrs. Reid may continue her days until she can see peace restored to her land and country.

MRS. CATHERINE WAUGH McCULLOCH APPOINTED MASTER IN CHANCERY.

Mrs. Catherine Waugh McCulloch of Chicago, widely known as an equal suffrage leader and eminent as one of the leading women lawyers in the West was appointed master in chancery on December 3, 1917 by Judge Jacob H. Hopkins. The Chicago Tribune of December 4, 1917 in announcing Mrs. McCulloch's appointment said that she was the first woman in the United States to receive such an appointment.

In a letter to the Tribune dated Jonesboro, Illinois, December 12, 1917, W. A. Kelley makes the following statement:

In commenting upon the appointment of Mrs. Catherine Waugh McCulloch as master in chancery of one of the Cook county courts, you say that she is the first woman in the United States to receive such an honor. In 1880 in the Union county Circuit court John Dougherty, presiding judge, appointed Mrs. Helen A. Schuhardt master in chancery for this (Union) county. The appointment was resisted, and quo warranto proceedings were brought in Union county and were

sustained by the Hon. O. A. Harker. An appeal was taken to the Appellate court and an opinion was rendered sustaining Judge Harker. An appeal to State Supreme court resulted in the case being reversed and remanded, and opinion given that her appointment was valid. The case is in vol. 99 of the Illinois Supreme court proceedings.

This statement seems to prove conclusively that Mrs. Helen A. Schuhardt and not Mrs. McCulloch was the first woman to be appointed master in chancery.

DEATH OF A CENTENARIAN.

Mrs. Elizabeth Moss died at Grand Ridge, Illinois, January 3, 1918, aged one hundred years. Mrs. Moss was said to have been the oldest person in LaSalle county. She was born a century ago in Uniontown, Pennsylvania.

Gift of Books, Letters, Pictures and Manuscripts to the Illinois State Historical Library and Society.

- Alton, Ill., Clerical Bead Roll of the Diocese of Alton, Ill., by A. Zurbonsen. Quincy, 1918. Gift of the compiler, Rev. A. Zurbonsen.
- Clapp & Co. Bankers and Commission Merchants. Weekly market letters, 1895. Gift of O. W. Clapp, Union League Club, Chicago.
- Daughters of the American Revolution. Shadrach Bond Chapter, Carthage, Ill., 1917-1918 program. Gift of the Chapter.
- Daughters of 1812. Kaskaskia Chapter, Greenville, Ill., Year Book, 1917-1918. Gift of the Chapter.
- Centennial Announcement of the arrival of Bishop Du Bourg at St. Louis. Gift of the Catholic Historical Society of St. Louis.
- Genealogy. Descendants of Noble Augustus Hartshorn and his wife, Mary Susan Yinger. Compiled and issued January, 1918 by Harry Lawrence Shiner, 4026 Michigan Ave., Kansas City, Mo. Gift of the compiler.
- Genealogy. Sanborn, Franklin. By Victor Channing Sanborn. Gift of the compiler.
- Hampton, N. H. The grantees and settlement of Hampton, N. H. By Victor C. Sanborn, Kenilworth, Ill., Salem, Mass., 1917. Gift of the author.
- Iles, Elijah. Books of Elijah Iles' General Store, Springfield, Ill., for the years 1824, 1825, 1826, 1827, 1828, 1829, 1830, four volumes. Deposited in the Library by Robert D. Loose, Detroit, Michigan.
- Illinois State flag. History of Illinois, First State flag. Gift of Mrs. George A. Lawrence, Galesburg.
- Lincoln, Abraham. Discoveries and inventions. A Lecture by Abraham Lincoln delivered in 1860. Gift of R. J. Tompkins, Blackstone Hotel, Chicago.
- Lincoln, Abraham. Lincoln Centennial Banquet 1909, Springfield, Ill., auto-graphed menu card. Gift of Mr. Clinton L. Conkling, Springfield.
- Lincoln, Abraham. His funeral cortege from Washington City to Springfield, Ill. History and description of the National Lincoln Monument. By J. C. Power, Springfield, Ill., 1872. Gift of Mr. Clinton L. Conkling, Springfield.
- Logan, John Alexander. Etching of General Logan, made by Mr. Henry F. Vogel, St. Louis, Mo. Gift of Mr. Vogel.
- Naperville Home coming souvenir book. Gift of the Naperville Association of Commerce, Naperville, Illinois.
- Pageantry. America of yesterday and today. By Nina B. Lamkin, Director of the Normal Course in Physical Education at Northwestern University School of Oratory and Physical Education, Evanston, Ill. Chicago, 1917. T. S. Denison & Co., publishers. Gift of the author.
- Wilson Family. By Edward Wilson of Bloomington, Ill. Gift of the compiler.

NECROLOGY

ELIAS K. PREUITT.

Elias K. Preuitt, a member of the Illinois State Historical Society, died at his home in Bethalto, Illinois, after a lingering illness, in May, 1917. The widow of Mr. Preuitt writes to the Journal that he bore his sufferings with great fortitude and that he expressed his willingness to meet death when he was called. His family and his friends attest his virtues, his ideals, and the fact that his life was that of a Christian and a true American citizen.

ETHAN ALLEN SNIVELY.

1845—1917.

Ethan Allen Snively died suddenly at his home, 1230 South Sixth Street, in Springfield, Monday, October 22, 1917, from an attack of angina pectoris, at the age of 72 years, 8 months and 5 days, having been born in Cuba, Fulton County, this State, on the 17th day of February, 1845.

Mr. Snively was the son of Henry and Sarah (Stevenson) Snively, and his father was a merchant in what was formerly the village of Cuba, and he attended the common school there until he was 15 years of age.

He was married at Carlinville, Illinois, to Catherine McKim DuBois, who, with his son, Sheldon W. Snively, managing editor of the 'Terre Haute Star, survives him.

He seemed determined to be a printer and a newspaper publisher, and his ambition was finally promoted in that direction by being apprenticed to James M. Davidson, who published the "Squatter Sovereign" at Havana, Mason County, Illinois, and his first work in the newspaper line was in aiding to get out an "extra" announcing the first nomination of Lincoln for the presidency.

He afterwards worked in the Canton Ledger and Fulton County Democrat offices. In January, 1866, he assumed charge of the Rushville Times, which he conducted two and

one-half years, during which time he built it up so that it acquired a very considerable influence in politics.

He sold out this paper and in July, 1868, established the Galesburg Times at Galesburg. After operating this paper for a while he disposed of it, and for a short time thereafter was editor of the Pekin Times, later leaving that paper to take up the city editorship of the Peoria Democrat. Here he was associated with Robert J. Burdette, who was working as a reporter in Peoria at that time, and a strong friendship sprang up between them which lasted until the death of Mr. Burdette, which occurred in Los Angeles a few years ago.

In the fall of 1871 the Democrats of Macoupin County organized a company to publish a strong Democratic paper in Carlinville, the county seat of that county, and Mr. Snively having a considerable reputation as a newspaper man, and also being a strong Democrat of the uncompromising variety, was employed to take charge of the paper as manager and editor. He finally became proprietor of the paper as well as editor and manager, and operated the paper successfully for several years.

In 1877 he sold the Enquirer and was, for a year or so, engaged in the agricultural implement business.

In 1878 he was elected clerk of the Supreme Court of Illinois, for what was then the central grand division, and was re-elected to the same office in 1884 and 1890. The terms being for six years each, he held that responsible position for eighteen years.

During part of the time he held this office he acted as editor of another paper in Carlinville, called the Macoupin Herald, and later the two papers, the Herald and the Enquirer, were consolidated, Mr. Snively acquiring a proprietary interest. He finally, in 1883, disposed of his interest in this publication, and after that time he had no active connection with the newspaper business as a publisher.

When the State Board of Pardons was organized the law provided that one of the members appointed on said board should be of a minority party. The administration then being Republican, Governor Tanner appointed Mr. Snively as the Democratic member of that board. He continued to serve on the State Board of Pardons under the administrations of

Governors Yates and Deneen until August, 1913, when he retired, having served about sixteen years.

Since that time he had lived a retired life as far as active business was concerned. But he was largely interested in politics and public matters and the affairs of Christ Episcopal Church, of which he was a devoted member.

While Mr. Snively had not been connected, as a publisher, with any newspaper for over thirty years, he has been during that time an honorary member of the Illinois Press Association, of which he was at one time president, and has probably done more for the country publishers of Illinois and for that association than any other one man in the State.

As a newspaper editor and publisher, Mr. Snively was a representative of the old-time days of personal journalism and the days when sharp and vigilant partisanship marked the conduct of the county seat paper. His friends knew where to find him and his enemies respected his antagonism.

As a minority member of the State Board of Pardons, and the oldest member thereof in continuous service while serving thereon he did most of the work of the board. There never has been a member of that board who has worked harder and more conscientiously than did Mr. Snively. And it is but justice to his memory, and to the other members of the board who served with him, to say there never was the least suspicion of a dishonorable transaction of that responsible commission.

Mr. Snively led an active, vigorous life. He was exceedingly charitable and spent much of his time working unselfishly and earnestly for the welfare of his friends, the uplift of the profession of journalism, the community in which he lived, and the State at large. Mr. Snively was one of the earliest members of the Illinois State Historical Society. He was most helpful in all of the Society's efforts, and was a frequent contributor to its publications.

Funeral services for Ethan Allen Snively were held at 2:30 o'clock Thursday afternoon, October 25, 1917, at the residence and at 3 o'clock at Christ Episcopal Church, Rev. Lester Leake Riley, pastor of the church, and Bishop Granville Sherwood officiating.

Interment was made in Oak Ridge cemetery.

Active pallbearers were: Hon. Joseph M. Page, Jerseyville; James E. McClure and James A. McClure, Carlinville; Charles M. Tinney, George L. Tipton and Thomas Rees of Springfield.

The honorary pallbearers were the vestrymen of Christ Episcopal Church of Springfield and the following: Hon. W. E. P. Anderson, Judge Frank W. Burton, Carlinville; Hon. Andrew Russel, Jacksonville; Hon. James F. O'Donnell, Bloomington; Judge E. S. Smith, M. B. Converse, H. W. Clendenin, Cornelius J. Doyle, Samuel M. Burnett and H. L. Williamson of Springfield and E. J. Murphy, warden of Joliet penitentiary.

MRS. JAMES F. BRADSHAW.

Mother Has Gone Away to Rest.

[By Mr. Charles Bradshaw in the Carrollton Patriot.]

Mother has gone away. She was tired, and a kind Father seeing her need of rest, took her to a wonderful seashore, where the balmiest breezes blow and soft sunshine brings joy all the day; and back of that seashore stretch great fields of roses always blooming, and still greater fields of waving corn, and groves of trees, with birds singing joyfully in their topmost branches. I know these are all there at that shore, for she loved them all and would be lonesome without them. This is the way I like to think of her going away.

She left us at 3 o'clock Friday morning. She had been very ill for almost a week, but the disease had been arrested several days before her departure and she rested quietly until she fell into a peaceful sleep. Many friends gathered at her home Sunday afternoon to bid her farewell. She had often expressed the preference that this going away should be directly from home, and her wish was respected. The pastor of her church, Dr. Mundell, spoke touchingly about her journey and quoted her favorite poem, Tennyson's "Crossing the Bar." The Baptist Ladies' Quartet—Misses Bessie Kelley, Minnie Johnson, Haidie Dowdall and Mrs. Anna Hubbard—sang "Lead, Kindly Light," and Miss Johnson gave a solo, "When I Shall Fall Asleep." There were beautiful flowers, given by individual friends, by the Baptist Sunday School and Mission Circle, by the West End Reading Circle and by the Centerville Club. These floral offerings were borne by Mesdames E. A. Eldred, Etta Simpson, O. T. Purl and J. B. Hays, members of the Reading Circle. The bearers were Ed. Smith, J. M. Ambrose, L. E. Raines and O. C. Widdowson, W. E. Hamilton, J. D. White. At the mausoleum the quartet sang one stanza of "The Christian's Good Night."

Mary Margaret Smith, daughter of John and Nancy Smith, was born in Fulton County May 20, 1837. She was

married to James F. Bradshaw February 28, 1854, at Farmington. One son, the only child, came into the home. With the exception of four years during the Civil War, spent in Iowa, the family have lived in Illinois continuously—twenty-two years in Kirkwood and the past twenty-nine in Carrollton. The husband died here November 15, 1895.

It is too soon after her departure now to write a fitting appreciation of mother. Perhaps in a year, or five years, the one who has been almost constantly associated with her for three score years may begin to realize the depth of her love, the breadth of her mind, the genius and artistic taste that so strongly marked her life. Others who have suffered such a loss will understand how these attributes of the one who has gone are brought constantly to mind by the samples of her handiwork that turn up unexpectedly in old bureau drawers and other repositories of hidden treasure. Given the opportunity, she would have been an artist, but reared under pioneer conditions, and at a period when womanhood had not attained full recognition, she acquired the domestic arts very early and very thoroughly, and these helped her to become an ideal home-maker. And that, after all, is the highest attainment in this world. It was her wish to continue active and busy to the end. This wish was granted, even though she had grown weary with the burden of 80 years.

MISS CARRIE JOHNSON.

On the tenth day of December, 1917, and in her sixty-seventh year, Miss Carrie Johnson, a life-long resident of Springfield, laid down forever the burden of a busy life, which had been filled with more of shadow than sunshine.

Her father, John H. Johnson, came from the State of New York at an early day and was at first in business with Caleb Birchall, and later with John S. Bradford. For many years Johnson & Bradford were the principal booksellers, binders and printers in Springfield.

Her mother, Mary Davis Johnson, was born in Richmond, Virginia.

In her youth Miss Johnson had her place in the social life of those days. But the financial reverses of her father, and much illness and various deaths in her family left her for some years the sole support of her mother and sisters. Though frail in body she possessed an indomitable will by reason of which she for many years was enabled to keep the family together until one by one they passed away leaving her the sole survivor. She became an expert proofreader, and for many years was in the office of the Printer Expert of the State of Illinois. Subsequently, and for fourteen years, she occupied a similar position, until her last illness, in the Jefferson Printing Company of Springfield.

She was for a number of years in charge of the Textile Exhibits at the Illinois State Fairs and thus became widely known to many in various parts of the State.

From her early youth she was a member of the Second Presbyterian Church of Springfield, and was a most valued worker in certain branches of its activities. She was also a member of the Illinois State Historical Society and deeply interested in all the activities of the society.

She did her full part in life's work. What came to her hand to do she did efficiently and unobtrusively. She had an heroic soul. God only can measure its full worth.

HENRY PHILLIPS.

1836--1917.

Judge Henry Phillips passed away at his home in Beardstown, Illinois, Sunday morning, November 11, 1917, after an illness of several years. He was past 81 years of age.

The funeral was held Tuesday afternoon at 2:30 o'clock from the First Methodist Church. Rev. A. L. Caseley preached the sermon. Other services were in charge of the Independent Order of Odd Fellows. The Grand Lodge officers took charge of the ceremonies. The Bar Association of Cass County acted as pallbearers.

Henry Phillips was born in Halifax, N. S., September 17, 1836, a son of Michael Phillips, a native of Ireland. He had the misfortune to lose his mother at his birth. When still in his infancy his father, who was a shoemaker by trade, moved to New York City, where he lived until 1842, at which time he went to Rochester, New York. After three years he located in Orleans County, New York, where Henry received his early educational training. The youth later attended Yates Academy, and when 16 years of age began teaching public school.

In 1853 he came to Hardin County, Illinois, where for six months he taught school, and for six months more taught school at Pittsfield. Still later he went to Adams County and became a preacher, so continuing for two years. Being attracted to Cass County, he located at Virginia and taught during the winter months until the fall of 1860, when he was elected circuit clerk of the county, serving eight years.

He then moved to Beardstown, which was then the county seat, and began the practice of law, taking Garland Pollard as a partner. In 1880 he was elected county judge of Cass County and served for eight years.

In politics Judge Phillips was a Democrat, and was honored by that party twice by being chosen as presidential elector, once when Grover Cleveland was elected, and the second time when William Jennings Bryan was defeated by

Theodore Roosevelt. In his early days he was much in demand as a campaign orator, and his ready wit always assured a crowd when it was known he was to be the speaker.

Judge Phillips became a member of the Illinois State Historical Society soon after the society was organized. He always enjoyed the publications of the society and took an active interest in all of its activities.

Henry Phillips was married to Adeline Pollard, a native of Vermont, who died February 2, 1877. To this marriage the following children were born: Henry G., who is deceased; Jennie, who is now Mrs. Parker, a widow residing in Chicago; and Mary and Grace, both of whom are dead.

On October 18, 1877, he was married to Emma E. Burrows, a native of Cincinnati, Ohio, a daughter of James H. and Nancy (Lynchard) Burrows. To this marriage the following children were born: Henry, who died in infancy; Edward O., political writer for the Chicago Tribune; Charles, at home; James of Goldfield, Nevada, and Robert, who is employed in the Secretary of State's office in Springfield.

WILLIAM HENRY EDGAR.

1839—1917.

William H. Edgar was born September 10, 1839, at Burlington, Iowa. His father, Dr. William S. Edgar, was the son of William Edgar of Rahway, New Jersey. His mother, Lavinia Janes Edgar, was the daughter of Judge Janes of Pittsford, New York. Dr. Edgar was for many years a prominent physician in St. Louis, Missouri, later moving to Jacksonville, Illinois.

William H. Edgar attended the public schools of Jacksonville, Illinois, and was a graduate of Illinois College of that city, class of 1860-61.

In the summer of 1861 he enlisted as a private in the Thirty-third Illinois Volunteers, and was, after some months, transferred to the Thirty-second Illinois Volunteers as second lieutenant. In 1867 he was admitted to the bar at Aurora, Illinois, but never practiced law, preferring journalism to the law. In 1868 he was city editor of the Daily Journal at Jacksonville, Illinois, and remained such until 1870, when he took charge of the Jerseyville (Ill.) Republican, which he afterwards purchased and conducted until 1890.

Mr. Edgar was well and favorably known in Jerseyville and throughout Jersey County. He was a brilliant scholar, a splendid writer, especially upon political topics, and was what would be termed one of the leaders of the Republican party in that section. He filled many places of honor and was always interested in the upbuilding of the communities in which he lived. In 1876 he was made a colonel on the staff of Governor Cullom.

In 1880 he ran for Congress in the Twelfth Illinois district against General Singleton of Quincy, but the district being overwhelmingly Democratic, he was defeated.

In 1881 he was appointed postmaster of Jerseyville by President Arthur and served four years, being succeeded by a Democrat.

In 1890 he leased the Pike County News at Louisiana, Missouri, and edited same for two years. In 1892 he moved to Beatrice, Nebraska, to take charge of the editorial department of the Beatrice (Neb.) Daily Express, and continued as editor until 1902.

In 1900 he was elected State Senator from the Twenty-first Nebraska district and served two years. In 1902 he was commissioned postmaster of Beatrice, Nebraska, by President Roosevelt and served four years. In 1906 he moved to Chicago, where he was a member of George Meade Post No. 444, G. A. R.

In 1890 he married Mrs. Mary E. Davis of Jerseyville, Illinois, daughter of Henry Beekman and Margaret Van Deventer Beekman, who were early Jersey County settlers.

He was a gentleman of the old school, courteous, genial, of a happy disposition, a great lover of his home, a musician of rare ability, a scholar, and was deeply interested in the betterment of humanity.

His death occurred at his home in Chicago, Ill., December 14, 1917, after an illness of fifteen months' duration.

Colonel W. H. Edgar, for twenty-six years publisher of the Jerseyville Republican, died at his residence, 6417 Harvard Avenue, Chicago, Friday at the age of 78 years.

The remains were brought to Jerseyville by Mrs. Edgar and daughter, Mrs. C. A. Bowman, and husband, and the funeral services were held Monday at the home of Elias Cockrell, conducted by Rev. Mr. Neely of the Presbyterian Church. The pallbearers were Elias Cockrell, S. H. Bowman, M. A. Warren, Jett Kirby, L. M. Cutting and Ed. Cross. Music was furnished by a quartet composed of Rev. Mr. Neely, Dr. J. G. Schwarz, Dr. J. O. Rice and Paul Hamilton.

A friend contributed the following sketch:

"Another gentleman of the old school has passed from our midst. The group of friends that gathered around the bier of Colonel Edgar to pay their last tribute of appreciation could truthfully say 'another gentleman of the old school has passed on.'

"In days gone by the courtly demeanor and jovial greeting of Colonel Edgar added to the good fellowship in the community. Good fellowship lived in his heart to the very end. The colonel always loved the Jerseyville people.

“While the activities of this man’s successful life form a long list containing many honors, the quality that brought the most joy to the community was a gift for music. The melodies that flowed from his fingers were as natural as bird notes. The melodies from the piano blended into other songs until many hours quickly passed. Thus will Colonel Edgar be remembered in Jerseyville. At his residence in Chicago he extended a cordial welcome to friends of earlier years, a welcome repeated by his wife, daughter and son-in-law, Mr. and Mrs. C. A. Bowman, all of whom eased his declining years and gladdened his life by their loving service.”

HALBERT JACOB STRAWN.

1847--1917.

(By S. E. QUINDRY, in the Albion Journal.)

With the closing of the old year, December 31, 1917, Albion, Illinois, lost one of her foremost citizens, in the death of Halbert Jacob Strawn. He was born in Perryopolis, Fayette county, Pennsylvania, May 16, 1847, the son of Jesse and Rachel King Strawn. Two brothers of that family survive, Dr. E. K. Strawn of West Newton, Pa., and W. R. Strawn of Albion, the latter having been for thirty-five years the trusted business associate of the deceased.

At the age of sixteen Halbert J. Strawn enlisted in Company B, 85th Pennsylvania Volunteer Infantry. His company was later transferred to the 188th Pennsylvania, and he served with that regiment during the remainder of the war. One of the most interesting features of his very interesting life was the thrilling experiences he had in numerous engagements, among which were the battles of Strawberry Plains, Deep Bottom, Fort Gregg, Petersburg and Appomatox. He was wounded at the battle of Deep Bottom and suffered throughout his life from the hardships he endured in the service of his country. He never felt, however, that his sacrifice was greater than his country deserved. After Lee's surrender he remained in the army in the Freedman's Bureau Service until December, 1865, when he received an honorable discharge.

After the war he went to Winona, Minn., and from there to Southern Indiana, where he engaged in teaching. There he became acquainted with Cassandra Harris, whom he married at Griffin, Indiana, in 1870. For forty years they lived together in faithful companionship, the fond parents of a large family of children, two sons, Lloyd George Strawn and John H., and seven daughters, Ray Strawn Ives, Margaret Strawn Parman, Myrtle Strawn, Virginia Strawn, Eva

lyn Strawn Odum, Hallie Strawn Alderman and Bernadine Strawn. Only two of this family died before the subject of this sketch. The mother died only a few years ago and the oldest son Lloyd, departed this life Sept. 7, 1895. John H. is now stationed at Uniontown, Pennsylvania, where he occupies a high government position as National Bank examiner and receiver, a position which he has ably filled for several years. Ray Strawn Ives and Hallie Strawn Alderman both live in Florida and are prominent in the social life of that state. Margaret Strawn Parman lives in St. Louis, where her husband enjoys a lucrative practice as a physician. Evalyn Strawn Odum resides at Springfield, Illinois, her husband being a member of the legislature and private secretary to one of the State officers and a lawyer by profession. Myrtle and Bernadine are both engaged in the teaching profession, the former in the city schools of Los Angeles and the latter in the high school at Bridgeport, Ill. Virginia remained with her father since the death of her mother. To relieve his suffering and prolong his days was her daily care for many months preceding his lamented death.

Judge Strawn located in Albion in 1870 and commenced the practice of law and soon became identified with the important events of his country and section of the state. His particular fondness for his profession added to his natural zeal for his client's interest gained him a rapid rise in the profession and for forty-five years he was known as one of the ablest advocates at the bar of Edwards and adjoining counties. He enjoyed an extensive practice in the Appellate and Supreme courts also. During his professional life he has helped a great number of young men who are deeply indebted to him for their start in the profession and to whom they owe all for their subsequent accomplishments. Had Judge Strawn been located in a more profitable field for his line he would have gained great renown as a lawyer, for he had few equals in native ability in that profession and his application to his work has never been excelled.

For fourteen successive years he was State's Attorney of his county. He served for a short time as Grain Inspector under Governor Tanner and was one of the powerful factors in that once powerful political organization in Southern Illinois. He was master in chancery at the time of his death.

He never failed a friend and never lost a friend. He forgot himself in his zeal for others. When age softened and mellowed the antagonisms of earlier years his political antagonists came to know and admire his magnanimity and kindly interest in others. He only kept books in politics to see how much he was indebted to others and gratitude was taught by him to all his political associates as both a moral and practical virtue.

Deeply interested in the cause of education he gave time and money to its advancement and was one of the main supporters of the Southern Collegiate Institute as long as it existed. Always interested in the nobler and sublimer things of life he was an earnest and active member of the Albion Post G. A. R., Hermitage Lodge No. 356, A. F. & A. M. and of the Royal Arch Masons. Judge Strawn was an active member of the Illinois State Historical Society.

The funeral service was held at the Christian church, of which he was a faithful member, for nearly half a century and of which he was for many years a member of its Board of Trustees. Elder Rose, a friend of long standing and close intimacy, delivered the sermon. In accordance with an agreement made fifteen years ago, Comrade Green, the survivor, officiated at the funeral and spoke some tender words over the remains of his friend, who through many long years had been to Comrade Green "closer than a brother." The Masonic lodge gave their impressive funeral ceremony and the body was taken to Graceland cemetery and laid to rest beside the bodies of his departed wife and son.

JOHN HUBBARD GOODELL.

1844--1918.

Following a serious illness of about a week, Dr. J. H. Goodell, resident of LaSalle county for fifty-four years and of Marseilles for forty-three, died at his home on East Bluff street, Marseilles, at 5.50 o'clock Saturday evening, Jan. 12, 1918. A sickness that proved quite severe in August had left his constitution weakened and a week before his death he was compelled to give up his work and summon a physician to his home, a complication of ailments causing him to grow steadily weaker until the end came.

His long time residence in Marseilles had made him known to practically all who have lived there for any length of time. He was particularly prominent in Masonic circles, having been a Mason for about forty years and being a member of the Masonic Veterans' Association of Illinois. He first became a member of the Masonic lodge at Leland, Ill., and became affiliated with Marseilles lodge, A. F. & A. M., April 11, 1885. He has held numerous offices in this lodge, including that of secretary for several years and of worshipful master, filling the latter position about three years ago. He was a member of Shabbona Chapter, No. 37, Royal Arch Masons, of Ottawa, and in 1915 was its high priest. He joined Ottawa Commandery No. 10, Knights Templar, Mar. 2, 1911, and held the position of prelate from 1912 to 1916. In 1917 he became a member of the Marseilles Order of Eastern Star. He was also a member of the local Woodman camp.

He was a great reader and possessed a wonderful memory, especially in regard to historical matters, in which he took strong interest. Many of his spare hours during recent years had been devoted to the compiling of the history of Starved Rock and he had finished the writing of a very complete book upon this subject which he expected soon to have published. His wide knowledge of a varied nature, together with his many years of life spent in this city; made him one who was often in demand as a speaker at local gatherings. He was an active member of the Illinois State Historical Society.

He was a deacon of the Universalist church at the time of his death and had held at various times different positions in it, including those of trustee, moderator, chorister, and others. He was especially well versed in music.

In his political affiliations he was a Republican. In civic life he stood for the best moral advancement of the community, being a strong advocate of temperance.

John Hubbard Goodell was born in Homer, Courtland county, N. Y., September 9, 1844. He received his early schooling in the Courtland academy at that place. His mother died when he was about seventeen years old and he came to LaSalle county in 1863 with his father, Silas Goodell, who settled on a farm in Freedom township. Having worked in a wholesale drug store at Syracuse, N. Y., for a short time before leaving the east, he again took up similar work soon after coming to Illinois in the drug store of Dr. Brown, of Leland.

He then took up the study of medicine, attending first the Ann Arbor, Mich., preparatory school and later Rush Medical college, graduating from the latter Feb. 5, 1868. He first practiced medicine in a town in northern Illinois, then at Leland, and later at Logansport, Indiana. Coming to Marseilles to follow his profession, he was married immediately afterwards to Miss Clara J. Simmons, in 1874.

Some years later, owing to the irregular hours of the physician's life telling too greatly on his health, Dr. Goodell gave up his practice and started in the work in which he has since been engaged, that of conducting a model works and repair shop. He proved especially capable in the making of working models. In 1915 the wooden building in which his shop had so long been located was torn down and he built in its place a fine modern structure, of which he retained the second story for his shop. Nearly twenty years ago he took his son Ernest into partnership with him and, though the latter has been in recent years employed in Chicago, the firm has continued as Goodell & Son to this date.

Dr. Goodell is survived by his widow, two sons and a daughter, Ernest and Walter Goodell, of Chicago; and Mrs. Herman Chase, of Polo, Ill. One sister, Miss Sarah Goodell, of this city, and a step-sister, Miss Carrie Harris, of Chicago, also survive.

The funeral was held at the Universalist church.

CHARLES P. KANE.

1850--1918.

Judge Charles P. Kane, prominent Mason of Springfield and former judge of the Sangamon County court, died Jan. 13, at St. John's hospital at 12.30 o'clock of pneumonia following a short illness. He was 67 years old.

Charles P. Kane was born in Springfield, Ill., Dec. 15, 1850. He was the son of Andrew J. and Caroline Beers Kane, his father being a native of Guilford county, N. C., and a minister of the Christian church, being ordained in 1842, and dying in 1896 at the age of 80 years. His mother was the daughter of Philo Beers, who built at Fifth and Madison streets the first brick house constructed in Springfield. Her grandfather, Zachariah Beers, was an orderly sergeant in the Connecticut militia in the Revolutionary war, entering at the age of 16 years. Her father, Philo Beers, served in the war of 1812 with England in the New York militia, and was a member of the Illinois general assembly which met in 1824 in Vandalia, then the capital of Illinois.

Charles P. Kane attended school in Springfield and completed the high school course, and after leaving school entered the law office of Hay, Greene & Littler as a law student. The firm was composed of Milton Hay, Judge Henry S. Greene, and David T. Littler, once state senator from this district. He was admitted to the bar at the age of 20 years, and at once opened a law office here. He served for three years as city attorney. In 1884 he was elected judge of the county court, serving until 1888. Upon retiring from the bench he resumed the practice of law, in which he was engaged at the time of his death. He served for two years on the county board of supervisors, and for five years was a member of the board of education of Springfield, in which position he rendered valuable service to the public schools of the city.

Judge Kane was a member of the Republican party, and cast his first vote for General U. S. Grant in 1872, when the latter defeated Horace Greeley, editor of the New York Tribune and candidate of the Democratic and liberal Republican parties. In 1892 he was the Republican candidate for congress in this district, being defeated by Congressman William M. Springer of this city.

Judge Kane was one of the organizers of the Illinois National bank of Springfield and was for a time one of its directors. He was a member of the Springfield Commercial association, of the Illini Country club, and of Springfield Chapter, Sons of the American Revolution.

MEMBER OF HISTORICAL SOCIETY.

He was a member of the Illinois Historical society, and contributed a number of historical papers to its records, and was the author of the article on "Early Settlement of Sangamon County," "The Historical Encyclopedia of Illinois and History of Sangamon County," published in 1912, of which the late Paul Selby, former editor of the Illinois State Journal of this city, and Newton Bateman were the editors.

Judge Kane was one of the most prominent Masons in Springfield. He was a member of St. Paul's Lodge, No. 500; Springfield Chapter No. 1, Royal Arch Masons; Springfield Council No. 2, Royal and Select Masters; Elwood Commandery No. 6, Knights Templar, and Springfield Consistory, Ancient Accepted Scottish Rite Masons, and held the highest offices in the blue lodge, chapter, council and commandery. He also served in all the progressive offices of the Grand Commandery of Illinois, Knights Templar, ending with that of Grand Commander.

Judge Kane was married Nov. 2, 1881, in this city to Miss Flora Brittin of Springfield. He is survived by his widow; one son, Lieutenant Philo Beers Kane, now serving in the army of the United States, and two daughters, Caroline M., wife of C. Hubert Streiff, a clerk in the First National bank, and Flora Elizabeth, wife of Dr. Oscar L. Zelle, a prominent physician of this city. He also leaves two brothers, Newell Kane of Palestine, Tex., and Henry B. Kane of Moberly, Mo., and three sisters, Nettie E. Tully of New York, and the Misses Julia and Isabelle Kane, 820 South Second Street.

THOMAS WARDALL.

The funeral of Thomas Wardall, friend of Lincoln and well known in Springfield, Ill., and who died at his home in Seattle, Wash., Tuesday, January 29, 1918, was held in Seattle. Mr. Wardall was in his 103d year at the time of his death. His perviously remarkable health failed about five months ago and he had been in a critical condition for some time prior to his death. He was a member of the firm of Ayers, Wardall and company, proprietors of a wholesale grocery on the east side of Fifth street, Springfield, opposite the law office of Lincoln.

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No. 2. * Information relating to the Territorial Laws of Illinois passed from 1809 to 1812. Prepared by Edmund J. James, Ph. D., 15 pp. 8 vo. Springfield, 1899

No. 3. *The Territorial Records of Illinois. Edited by Edmund J. James, Ph. D., 170 pp. 8 vo. Springfield, 1901.

No. 4. *Transactions of the Illinois State Historical Society for the year 1900. Edited by E. B. Greene, Ph. D., 55 pp. 8 vo. Springfield, 1900.

No. 5. *Alphabetical Catalog of the Books, Manuscripts, Pictures and Curios of the Illinois State Historical Library. Authors, Titles and Subjects. Compiled by Jessie Palmer Weber. 363 pp. 8 vo. Springfield, 1900.

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* Illinois Historical Collections, Vol. I. Edited by H. W. Beckwith, President of the Board of Trustees of the Illinois State Historical Library. 642 pp. 8 vo. Springfield, 1903.

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* Illinois Historical Collections, Vol. III. Lincoln-Douglas Debates of 1858, Lincoln Series, Vol. I. Edited by Edwin Erie Sparks, Ph. D. 627 pp. 8 vo. Springfield, 1908.

* Illinois Historical Collections, Vol. IV. Executive Series, Vol. I. The Governors' Letter Books, 1818-1834. Edited by Evarts Boutell Greene and Clarence Walworth Alvord. XXXII and 317 pp. 8 vo. Springfield, 1909.

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* Illinois Historical Collections, Vol. VII, Executive Series, Vol. II. Governors' Letter Books, 1840-1853. Edited by Evarts Boutell Greene and Charles Manfred Thompson. CXVIII and 469 pp. 8 vo. Springfield, 1911.

* Illinois Historical Collections, Vol. VIII. Virginia Series, Vol. III. George Rogers Clark Papers, 1771-1781. Edited with introduction and notes by James Alton James. CLXVII and 715 pp. 8 vo. Springfield, 1912.

* Illinois Historical Collections, Vol. IX. Bibliographical Series, Vol. II. Travel and Description, 1765-1865. By Solon Justus Buck. 514 pp. 8 vo. Springfield, 1914.

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Walworth Alvord and Clarence Edwin Carter. LVII and 597 pp. 8 vo. Springfield, 1915.

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* Bulletin of the Illinois State Historical Library, Vol. I, No. 1, September, 1905. Illinois in the Eighteenth Century. By Clarence Walworth Alvord, 38 pp. 8 vo. Springfield.

* Bulletin of the Illinois State Historical Library, Vol. I, No. 2. June 1, 1906. Laws of the Territory of Illinois, 1809-1811. Edited by Clarence Walworth Alvord. 34 pp. 8 vo. Springfield, 1906.

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